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ATLANTA





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HAND BOOK

OF THE

CITY OF ATLANTA

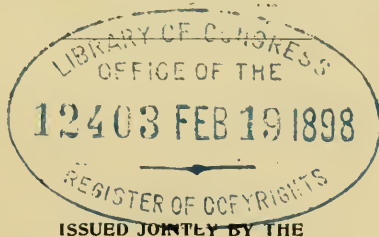
Thomas H.

Master, compiler

A Comprehensive Review of the City's Commercial, Industrial
and Residential Conditions.

AN HONEST TALE SPEEDS BEST BEING PLAINLY TOLD.

RICHARD III.



ISSUED JOINTLY BY THE

ATLANTA CITY COUNCIL

AND THE

ATLANTA CHAMBER OF COMMERCE.

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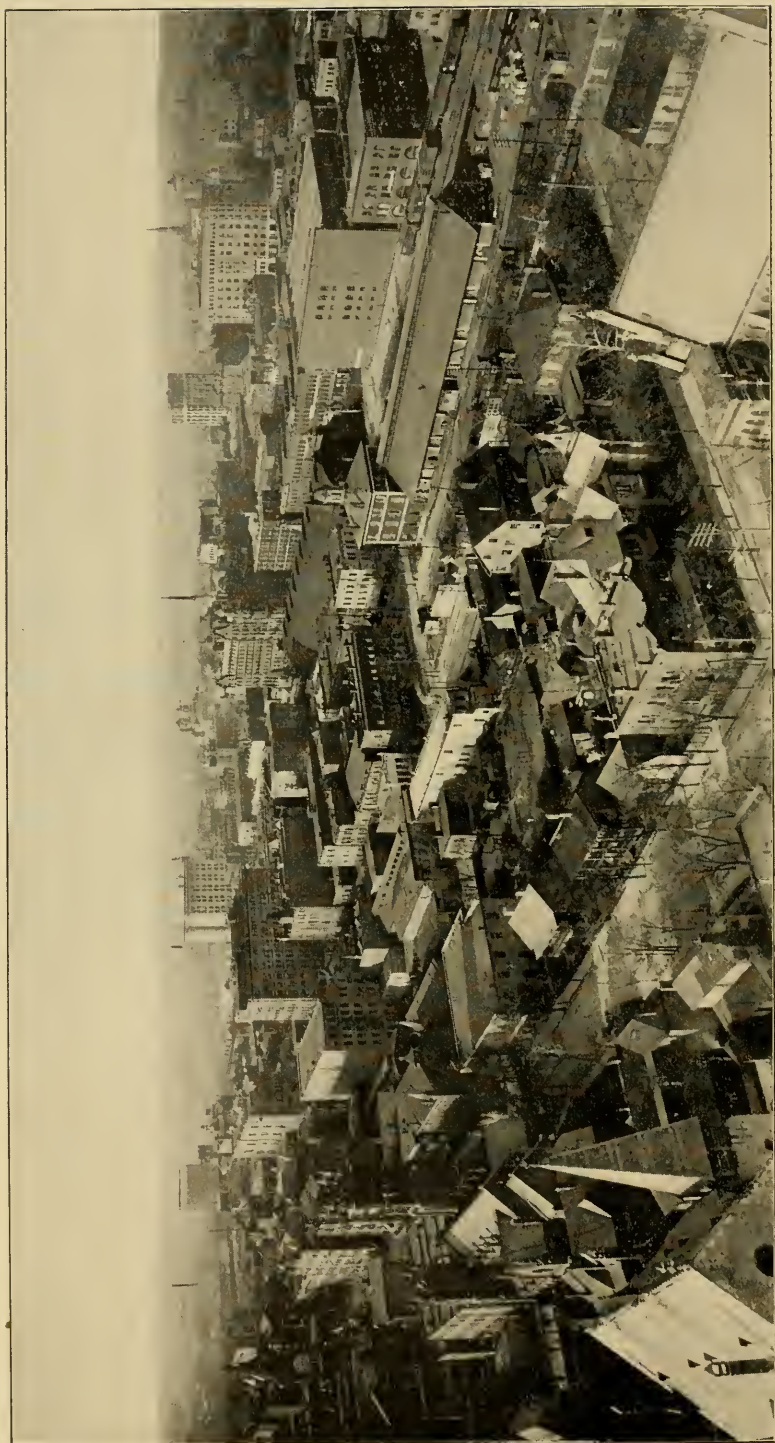
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BY

T. H. MARTIN AND V. V. BULLOCK.

PREFACE.

THIS little volume was prepared to supply a demand for information about Atlanta, and in the collection of this information no pains have been spared to make it accurate. The figures given represent actual conditions and not estimates. Atlanta can afford to tell the unvarnished truth and a faithful effort has been made to do that in the following pages.



THE HEART OF ATLANTA.
PHOTOGRAPHIC VIEW FROM CAPITOL DOME.

Atlanta:

The Story of its Upbuilding.



THE Atlanta of to-day is a growth of thirty-two years. Twice has the upbuilding of a city on this site demonstrated its natural advantages. Within a few years before the war Atlanta had become a bustling town of 11,000 inhabitants, and during the three years which intervened before its destruction the place was the seat of varied and important industries, whose principal object was to sustain the military operations of the Confederacy. It was also a depot for the distribution of sup-

plies to the surrounding country and a forwarding station for the commissary department of the army.

After its baptism of fire in November, 1864, when the inhabitants had been dispersed by the exigencies of war, and of more than 1,000 houses only 300 remained, the city took a new start, and its great growth dates from that time. It is, therefore, a city of the new *régime*, erected on the ruins of the old.

The coat of arms of Atlanta fittingly typifies this remarkable history. No city on the continent has survived such destruction. No city has twice attained prominence with such rapidity. Atlanta's foundation reaches back to the forties, and far-seeing men recognized it then as a place of promise, destined to be an important railroad center and a seat of commerce. This conception of the new city had been accepted as a true one when it was destroyed by fire, and since its new birth in reconstruction days the old spirit arose and lighted the new path of Atlanta to a greater destiny.

The capitol of the State was brought here from Milledgeville when the new city was hardly out of the ashes of war, and this gave a great impetus to its growth, which was further insured in 1877, when the people of Georgia voted to make Atlanta their capital. Its rapidly developing business and manufactures were brought to the attention of the whole country by the Cotton Exposition of 1881, which was a point of departure for the tremendous development of the Southeastern States during the decade between 1880 and 1890. This development found a splendid illustration in the great Cotton States and International Exposition of 1895.

The rapidity of the growth of Atlanta is illustrated by the fact that, since it was blotted from the map, the city has spread over twelve square

miles of ground. Starting with no business in 1865, it received in 1897 one-third of the freight delivered in Georgia, and its postoffice receipts were one-third of those of the State. Thirty-two years ago there was hardly a dollar to turn a trade; within the year just closed the bank clearings aggregated \$72,000,000, and the total commerce of the city, exclusive of insurance, real estate and miscellaneous transactions, amounted to \$56,000,000. At the beginning of this period there were only a few stragglers remaining in the wake of fire and sword. To-day there is a great city of 100,000 people, the business headquarters of 120,000, with a floating population of many thousands more. From bare ground, covered with ashes and ruins in 1865, the real property of the city has been built up to a value of \$60,500,000, consisting largely of solid masses of brick and mortar, stone and steel, which go to make up a magnificent array of handsome business edifices.

The question, wherefore Atlanta? naturally arises, for communities are not effects without causes. Atlanta is the result of a combination of advantages, on a commanding geographical location, turned to the best account by a spirit of transcendent energy, which surmounts all obstacles and builds even on disaster the fabric of success. The growth of this unconquerable spirit has been promoted by a unity of purpose which has prevented the domination of factions. Whatever local interests may clash, the good of Atlanta is always a rallying cry. The Atlanta spirit, which has accomplished so much in the upbuilding of the city itself, is happily contagious, and has much to do with making Georgia the Empire State of the South. The spirit of new life has spread from this to other Southern States which are the most active in the development of their resources, and the spirit of the Southeast is the spirit of Atlanta.

For this moral and material eminence Atlanta is fortunately situated on a ridge which divides the water-shed of the Atlantic from that of the gulf, and at a point where the natural barrier of the Apalachian chain is broken by great gaps in the mountains. This is the natural point of intersection for railway lines from the West with lines from the East.

This geographical vantage ground is accompanied by a topographical eminence, from which the great climatic advantages of Atlanta are derived. More than 1,000 feet above sea level at its lowest point, and from eleven to twelve hundred at other places, Atlanta enjoys a cool, bracing atmosphere, with breezes that blow over the foot-hills of the Blue Ridge. The exhilarating air is a kind of natural tonic, so different from that of the coast and gulf regions that an inhabitant of the low countries, coming to Atlanta during the heated term, feels a stimulus as if he had been drinking great draughts of ærial champagne. The rolling surface of the country, which slopes in almost every direction from the city, affords easy drainage and keeps the surrounding region free from malaria.

Atlanta's public buildings typify the solid character of her institutions. Most conspicuous among them is the State capitol, which was erected at a



PEACHTREE ST.—VIEW FROM ELLIS ST.

cost of \$1,000,000. This stately structure, the custom house, the county court house, and other public edifices, make up an aggregate of seven to eight millions invested in public buildings.

Outside of public buildings, the architecture of Atlanta is of a pleasing character, and has steadily improved during the past thirty years. Few cities in any part of the United States can show more attractive residence streets or architectural designs indicating more culture and good taste. Peachtree street, the principal one for residences, has a number of elegant homes which would be ornaments to any city.

Atlanta is a city of homes, and this is apparent not only in the appearance of the houses, but in the statistics of the United States census, by



WASHINGTON ST.—VIEW FROM WOODWARD AVE.

which Atlanta is accredited with a larger percentage of home owners than any city of its size in the Southern States.

Architecture has had notable development in the business edifices of Atlanta during the past eight years, and buildings which were notable in 1890 are insignificant in comparison with the great office structures which have been erected since then. No city in the United States can surpass the group of office buildings erected in Atlanta during the past decade. This fully appears from the illustrations, which show the exteriors of many such edifices, and the interiors are in keeping with the imposing character of the architectural designs.

As will more fully appear in the chapter devoted to municipal affairs, the street improvements and public works are of a substantial character. The business streets are paved with granite blocks, and much of the residence portion of the city is similarly improved, while other streets are paved with asphalt and vitrified brick. Extending from the city limits there are graded roads macadamized with granite or chert, which give an ideal drive extending for some distance north and south of Atlanta, affording a smooth and solid roadway for twenty miles.

The water supply for domestic and manufacturing purposes and for sanitary use is hardly equalled in any city of Atlanta's size, and the rates per thousand gallons for families or for manufacturing purposes are merely nominal, and probably lower than any on record.

Conditions in Atlanta are highly favorable to manufacturing industries, and this is attested by the great variety of articles made here. More than 150 establishments are in successful operation, employing about 8,000 operatives at good wages, and pouring into the channels of trade an annual pay-roll of \$2,500,000. The value of the raw material consumed is more than \$6,000,000, and the product between fourteen and fifteen millions. The factories of Atlanta take the cotton crop of four average Georgia counties.

The manufactures of Atlanta in their variety have a guaranty of stability not to be found in those of any city where industry is confined to one family, as of iron or cotton, however important that may be, and the extent of this variety is to some degree indicated in the chapter on this subject. Among the articles made here are many specialties, for which there is a demand in almost every State in the Union, and concerns making them have enjoyed prosperity through a long series of years.

The trade of Atlanta covers more or less all of the States between the Ohio and Potomac rivers, the gulf, the Atlantic ocean and the Mississippi river, and in some lines extends to the far Southwestern States and into Mexico, while in a few it covers the entire country. The tendency of the jobbing trade of the Southeast is to concentrate in Atlanta, and little by little the business of other centers gravitates to this city.

Atlanta's commanding geographical and topographical situation was, at the outset, one of the causes which led to the development of a great rail-



PEACHTREE ST.—VIEW FROM FIFTH ST.

road center, at which powerful systems from the East, the West and the Southwest regularly compete. As a distributing point Atlanta enjoys facilities hardly equalled elsewhere in the Southeastern States, and as an accessible place of rendezvous for all kinds of organizations and interests, it is a favorite, and has come to be known as the Convention City. The terminal facilities of the railroads centering in Atlanta are very extensive, and will shortly be greatly enlarged by the completion of a belt railroad, which is under construction and already partly completed. By this means the transfer of through freight will be made without interference with local business, whose immense proportions will be realized from the simple statement that of 248,000 cars unloaded on side-tracks in this State and half of Florida in 1897, 75,000 were unloaded in Atlanta.

Atlanta's financial institutions are of the most solid character, and among



CAPITOL AVENUE—VIEW FROM WOODWARD AVENUE.

her banks are several whose phenomenal success is indicated by the very large surplus they have accumulated and the handsome dividends they regularly declare. Atlanta is the financial center of Georgia, and much business from the surrounding country is cleared through the banks of the city. The clearings represent a larger business, in proportion, than those of cities whose exchanges are swollen by cotton receipts, the margin upon which is very small. Atlanta's exchanges, on the contrary, represent a broad variety of business, on which a fair, conservative business profit is made, and therefore represent a far greater degree of activity and prosperity than clearings composed largely of cotton business. This city is steadily developing the type of financial institutions known as trust companies, and some of these have under way important operations involving millions of dollars.

Atlanta is the third city in the United States in the amount of insurance written and reported to agencies. It is the Southern headquarters for a number of fire and life insurance companies, and agencies of old line and every other type of insurance are numerous. The financial and social standing of the insurance men of Atlanta is high, and they wield a great influence in the Southern field. Besides the outside companies represented, there are several strong local concerns which have developed within the past twenty years and are doing a very large and prosperous business.

The educational facilities of Atlanta are fully treated in a separate chapter, in which it appears that this city is abreast of the times in this as in other respects. Atlanta early established a system of public schools, and before almost any city in the South, turned its attention to technical education. The Technological School was established by the State of Georgia upon inducements offered by the city of Atlanta, which bore half of the cost of the original plant, and contributes regularly to the support of the institution. There is ample opportunity here for technical instruction of other kinds, and Atlanta has three medical colleges, whose attendance averages 600, to say nothing of the students of the dental colleges. Technical instruction in business methods is not neglected, and two large and flourishing business colleges have maintained themselves here for many years.

With the system of public instruction in elementary and higher branches and in the technique of various pursuits, Atlanta has facilities for a broader and more liberal culture in the libraries and lecture courses open to the public.

The religious and social atmosphere of Atlanta is wholesome and invigorating. It is a city of churches and the home of church-going people, and the community is honeycombed with fraternal organizations.

The social intercourse of the people, as well as the facility for doing business, is greatly aided by an ideal system of rapid transit, not only from the residence and suburban sections to the center, but from one residence



PEACHTREE ST.—VIEW FROM PINE ST.

portion to another. The neighborly spirit is enhanced by the nearness thus artificially created.

With all these advantages, and many which appear more fully in subsequent chapters, Atlanta has a wholesome and inspiring public spirit which never fails to respond when the interests of the city are at stake. This is perhaps the most distinctive thing about Atlanta, much as there is to say of her various advantages and magnificent institutions. These, after all, are the creation of the people of Atlanta, and the result of that same spirit working out its marvels in physical form. This is the spirit which has made Atlanta a household word in every city, town and hamlet in the United States, and has carried her fame to almost every community in the old world.



SOUTH PRYOR ST.—VIEW FROM RICHARDSON ST.

With this admirable *esprit de corps* there is a broad and catholic spirit born of the cosmopolitan character of the people. The population is principally composed of the best elements of the Southern States, with an admixture of enterprising and progressive people from the North and West, all striving with generous rivalry for the upbuilding of the city. All creeds and cults and political faiths are represented, and for each there is not only toleration but welcome and sympathy, according to his individual deserts. The people of Atlanta are hospitable, broad, liberal, big-hearted, whole-hearted, fair and free.



THE GRADY MONUMENT.

Atlanta of To-day.

Population, Area and Government.



A NORTH PRYOR STREET BLOCK.

THE census of 1880 gave Atlanta a population of 39,000, and by the city assessment of the next year the real estate was valued at \$14,721,883 and the personal property at \$7,474,258. By 1890 the population had grown to 65,000 and real estate was valued at \$39,729,894. In the same period personal property grew to \$11,906,605. The decade between 1880 and 1890 was the one during which Atlanta made the most remarkable advance, but during the great depression through which the whole country has passed since 1890 the progress of this city has been remarkable. In spite of a somewhat lower

scale of valuation for suburban real estate, the assessor's report for 1897 showed realty valued at \$43,476,868, and personalty \$11,092,444. This

value was created in thirty-two years, for Atlanta came out of the civil war naked and desolate.

By a census taken in December, 1896, the population of Atlanta, by wards, was found to be as follows:

| | |
|------------------------|--------|
| First Ward | 14,847 |
| Second Ward | 13,756 |
| Third Ward | 11,015 |
| Fourth Ward | 14,997 |
| Fifth Ward | 11,661 |
| Sixth Ward | 14,245 |
| Seventh Ward | 2,729 |
| Total | 83,260 |



COUNTY COURT HOUSE.

This census was taken hastily and it is estimated by experts that it was short nearly 2,000, and the population was really 85,000. The three per cent. increase in the number of names, shown by city directory for 1898, applied to these figures, would give for the present a population of 87,250 within the city limits. This does not represent entirely the population of Atlanta, for there are numerous suburban settlements occupied by people whose daily business is in Atlanta. The directory names indicate that the population of the city, including these sub-

urbs, is 121,000. The population in January, 1895, was in the same manner estimated at 108,000; in 1896, 114,000, and in 1897, 117,000. The growth indicated by these figures is likewise reflected by the bank clearings and the statistics of tonnage which appear in appropriate chapters.

Area and Expansion.

Atlanta is a city of magnificent distances, covering about twelve square miles. With abundance of room and fresh air, the circular form of the

city makes it compact, and the residence portions are, as a rule, equidistant from the business center. The corporate line is described by a radius of a mile and three-quarters. In two places this circle is expanded to take in suburban communities which had been formed with irregular boundaries before the circular corporation line reached them. These are Inman Park and West End, which extend from half a mile to a mile beyond the circle which elsewhere forms the corporate limits.

Atlanta is situated on rolling ground, which gives every facility for drainage and contributes materially to the effectiveness of the elaborate system of sewers which has been laid out on the plans of an eminent sanitary engineer, Rudolph Hering, of New York. This rolling country extends in every direction, and suburban communities are rapidly extending. The electric lines reach out for six or eight miles on all sides of the city, and afford quick and cheap access for the outlying towns. As a result of this elaborate system of rapid transit, there has been a remarkable expansion of the city within the past ten years, and the pressure on the center has been greatly relieved. It is estimated that the suburban trains and street-car systems of Atlanta bring in and carry out 30,000 people a day.



STATE CAPITOL.

City Government.

The city government of Atlanta is administered by a Mayor and General Council. The legislative body is composed of thirteen councilmen from the different wards, elected by the whole city, and six aldermen who are elected in a like manner. The aldermen and



DIXON GARBAGE CREMATORY.



POLICE HEADQUARTERS.

councilmen vote separately on matters involving the expenditure of money, and the concurrence of both bodies is necessary to an appropriation. The mayor has the usual veto power.

The city departments are managed by commissioners or boards elected by the city council, and thus every feature of public business is controlled by the chosen representatives of the taxpayers. These departments work in harmony and for the public good.

Finance.

The tax rate is one and a quarter per cent. and the rate of tax assessment is about sixty per cent. of the actual value of property. Under the State law railroads pay tax like other property owners.

The bonded debt of Atlanta is as follows:

| | |
|---|-------------|
| Waterworks bonds, old works, | \$427,000 |
| “ “ new works, | 746,000 |
| Railroad subsidy bonds, Georgia Western | 300,000 |
| “ “ “ A. & C. Air Line | 300,000 |
| Floating debt bonds | 100,000 |
| Redemption bonds | 974,000 |
| Capitol bonds | 55,500 |
| West End bonds | 50,000 |
| | <hr/> |
| | \$2,952,500 |

There is no floating debt. The city carries over a cash balance at the end of each year.

Under the Constitution of Georgia the bonded debt of municipalities is limited to seven per cent. of the assessed valuation of taxable property, real and personal, and no new bonds can be issued without providing a sinking fund. As this property in Atlanta amounts to \$54,569,312 and there is railroad property in addition amounting to \$1,500,000, within the city limits, the public debt of Atlanta is about a million dollars less than the amount authorized by the organic law of the State.

The charter of Atlanta provides for a perpetual sinking fund of \$175,000, which is



MARKHAM HOUSE BLOCK.

carried over from year to year as a treasury balance. It gives the city a fund with which to meet unusual drafts upon its treasury in the early part of the year, and avoids the necessity of borrowing money to anticipate the revenues.

There is a water bond sinking fund of \$6,000 set aside from the revenues of each year, and this has accumulated \$36,000 towards the extinguishment of \$182,000 of waterworks bonds due in 1922. For the extinguishment of \$50,000 of redemption bonds due in 1924, the sum of \$1,667 is set aside from each year's revenue, and this fund amounts to \$6,678.

In addition it is proposed to begin this year a sinking fund for the remainder of the bonds issued to build the new waterworks. Of these bonds to the amount of \$64,000 mature in 1902 and \$500,000 in 1922. For these an annual sinking fund of \$37,000 will be required and has been provided for.

Atlanta pays one-tenth of the property tax of the State of Georgia, contributing over \$250,000 to the revenue of the State from the *ad valorem* tax, to say nothing of specific taxes, which very largely increase that sum. The tax returns do not include public property amounting to \$7,500,000. That owned by the city of Atlanta amounts to \$5,636,500, the State capitol cost \$1,000,000, and other property owned by the Federal Government and the county of Fulton is easily worth \$500,000.

In addition to this is the property of 112 churches and several untaxable libraries, schools and charity organizations, which swell the list of exempted property to something like \$9,000,000.

The revenues and expenditures of Atlanta for 1897 are given below :

REVENUE.

| | |
|--|---------------|
| The ordinary revenue of Atlanta for 1897 was \$1,184,227 29, derived from the following sources: | |
| General tax..... | \$ 744,614 92 |
| Business licenses..... | 82,875 56 |
| Dray and hack licenses..... | 5,637 05 |
| Wholesale liquor licenses..... | 800 00 |
| Retail liquor licenses..... | 80,963 29 |
| Insurance commission returns..... | 8,593 87 |
| Water rents..... | 92,484 32 |
| Recorder's court..... | 16,476 70 |
| State school fund..... | 32,856 91 |
| Marshal's sales..... | 18,504 80 |
| Miscellaneous receipts..... | 34,374 52 |

Total.....\$ 1,118,201 94

FOR STREET IMPROVEMENTS.

| | |
|--|-----------|
| Asphalt, granite block and rubble assessments..... | 13,149 86 |
| Sidewalk and curbing assessment... | 10,614 42 |
| Sewer assessments..... | 37,839 63 |
| Sewer connection charges..... | 1 479 35 |
| Removing and replacing pavements | 3,942 69 |

\$ 66,025 35
\$ 1,118,201 94

| | |
|--|-----------------|
| Total ordinary revenue..... | \$ 1,181,227 29 |
| Brought over from previous year on account of sinking funds, payment on purchase of county courthouse and unfinished work and outstanding warrants | 290,808 58 |

Total receipts, 1897.....\$ 1,475,035 87

EXPENDITURES.

| | |
|------------------------------|------------|
| Mayor's office..... | 3,607 67 |
| City council..... | 9,000 00 |
| City hall..... | 7,867 64 |
| Police department..... | 135,287 38 |
| Tax collection expenses..... | 33,040 56 |
| Fire department..... | 105,944 88 |
| Cemeteries..... | 11,941 38 |
| Sewers..... | 43,401 96 |
| Streets..... | 80,418 39 |
| Engineering..... | 6,967 43 |
| Public works..... | 3,000 00 |

Water works—

| | |
|--------------------------------------|------------|
| Operation..... | 74,845 66 |
| New mains..... | 35,000 00 |
| Street lights..... | 64,347 70 |
| Law department..... | 19 097 93 |
| Parks..... | 8,868 58 |
| Relief (including Grady Hospital)... | 46,460 43 |
| Public schools..... | 141,999 11 |
| City comptroller's office..... | 5,453 55 |
| Bridges..... | 10,790 00 |
| Sanitary department..... | 115,676 74 |
| Contingent expenses..... | 7,840 49 |

| | |
|--------------------------------|------------|
| Total ordinary expenditures... | 970,857 08 |
| Interest on bonds..... | 173,142 50 |
| Other items, finance..... | 72,135 00 |

Total disbursements.....\$ 1,216,134 58
Carried over to 1898.....258,901 29
\$ 1,475,035 87

The Police Department.

Atlanta has a remarkably efficient Police Department. The men are selected with a view to physical fitness, as well as intelligence and moral worth, and are regularly drilled by an officer of the State military organization. The detective service is well manned and efficient.

The Police Department is controlled by a Board of Police Commissioners, consisting of six members, who are elected by the Mayor and General Council, with the Mayor as an *ex officio* member, making seven in all. The force is disciplined by rules and regulations adopted by the Board and approved by the General Council.

The police force is divided into three reliefs of eight hours each, as follows:

First or Morning Watch: One captain, two patrol sergeants, forty patrolmen.

Second or Day Watch: One captain, one patrol sergeant, eighteen patrolmen, one mounted sergeant, twelve mounted men.

Third or Evening Watch: One captain, two patrol sergeants, forty-four patrolmen, six bicycle men.

The following officers are required to do duty twelve hours:

One captain of detectives, one detective sergeant, seven detectives, two desk sergeants, six wagon men, two call men on horses, one call man on bicycle, two turn keys, two Oakland cemetery guards, one officer Grant park, one officer Piedmont park, one court bailiff, one custodian.

The central station was completed in March, 1893, since which time it has been occupied, and has every modern prison convenience. There are forty-three cells, which accommodate about one hundred and fifty prisoners.



TEMPLE COURT.



GRAND OPERA HOUSE.

The armory is equipped with one hundred and twenty-five 44-calibre Winchester rifles, and with these almost any riot that may occur can be soon quelled. There are twenty-four horses and six patrol wagons, four single and two double.

The police signal system was completed in the early part of 1891, and has given general satisfaction. It enables the officers on their beats to get the patrol wagon much more quickly than by private telephone, which al-

lows them to give more attention to their beats. The patrolmen are required to report through signal boxes to the central station once each hour, so that any information deemed necessary for the welfare of their beats or the city at large may be communicated to and from them. This system has added much to the efficiency of the department.

The amount appropriated to the Police Department for the year 1896 was \$140,730.00. Expenses incurred for the year, \$140,688.36. The amount of fines imposed by the Recorder during 1897 was \$53,786.38. There was collected, \$15,876.18; worked out on streets, \$34,715.70.

The Fire Department.

The Atlanta Fire Department, in equipment, is hardly surpassed by that of any city of the same size, and in efficiency has no superior. The fire record for 1897, with 401 fires, showed a loss of \$95,212, only a little over three per cent. of the value of property at risk, which, with contents of buildings, was \$2,970,665.

Of these fires 292 were in frame buildings, 57 in brick, one in a stone building, one in a freight car, and two in corrugated iron structures. In a

large majority of cases the damage did not exceed \$50, and in only twenty-seven did it exceed \$500.

For the twelve and a half years from July 1st, 1885, to December 31st, 1897, there were 3,083 fires, with a total loss of \$1,390,591. Casualties are very rare, and during the time only two lives were lost, and injuries few and unimportant.

Attached to the department is an electrical engineer, who attends all fires, cuts electric wires and takes such other precautions as may be necessary to protect the firemen.

The department is under the absolute control of the chief and has the efficiency and discipline of a military organization. Its freedom from political domination has made it a merit system. The accounts are audited by a board of firemasters, composed of the mayor, the chief of the department, and five members elected by the city council.

The officers of the fire department are the chief, twelve foremen and the superintendent of the fire-alarm system. There are in all one hundred

and five men employed in the department and the equipment includes three hook and ladder trucks, two chemical engines, one extension ladder truck, eight hose wagons, and three engines. The buildings occupied at the eight stations are valued at \$146,000. Stations are all constructed of brick.



PIEDMONT DRIVING CLUB.



CAPITAL CITY CLUB.

The Sanitary Department.

Atlanta has a well organized sanitary department, supervised by a board of health, composed of four leading physicians, two citizens and the mayor, under whose direction a force of 240 men and 185 horses and mules is constantly employed. The work of the department includes, besides the usual scavenger service, street cleaning, garbage removal, etc., the close inspection of fruit, vegetables, meats and milk, and strict supervision of all plumbing construction. In case of epidemic the board of health has ample power to use such measures as may be necessary for the isolation or quarantine of contagious or infectious diseases. The efficiency of the board has been tested recently by the yellow fever, when, with hundreds of people passing through Atlanta from the low countries along the gulf coast, not a single case developed in any resident of the city. The system, while not unnecessarily drastic, is efficient and satisfactory.

The organization of the sanitary department is as follows: One chief sanitary inspector, 6 district sanitary inspectors, 1 milk and market inspector, 1 plumbing inspector, 2 sewer and hydrant inspectors, 1 bookkeeper, stenographer and registrar of vital statistics, 1 chemist, 1 superintendent of farm, stables and grounds, 1 foreman of night sweepers, 1 foreman of crematory, 1 foreman of shops, 1 foreman of stables, 2 road watchmen, 1 stable night-watchman, 1 fireman of crematory, 1 woodworkman, 3 blacksmiths, 2 drivers of street sprinklers, 6 drivers of sweeping machines, 6 helpers on sweeping machines, 6 drivers of two-horse wagons with sweeping machines, 6 helpers on wagons with sweeping machines, 1 driver of infectious wagon, 1 helper on infectious wagon, 1 driver of ambulance, 31 garbage or gutter sweepers, 21 drivers of night-soil wagons, 21 helpers on night-soil wagons, 29 garbage wagon drivers, 29 helpers on garbage wagons, 4 drivers of dump wagons, 55 drivers of dump carts, 4 laborers at the crematory, 12 laborers on the dump and pits, 3 laborers in stables, 6 laborers with sewer inspectors, and 1 laborer (stable man) in the city, making in all 270 men.

The department is serving about 17,500 premises, which cover the entire city. Every house not exempted is assessed a sanitary tax of \$3.00 annually, the aggregate of which amounts to about \$50,000. The exempted houses are churches, school-houses, fire department houses and all houses belonging to the city, State and United States governments.

Vital Statistics, 1897.

| BIRTHS. | | DEATHS. | |
|--------------------|-----|--------------------------------------|-------|
| Total number..... | 935 | Total number deaths during 1897..... | 1,826 |
| Total white..... | 631 | Total number deaths during 1896..... | 1,861 |
| Total colored..... | 304 | Total number deaths during 1895..... | 1,673 |
| Total males..... | 511 | Total number deaths during 1894..... | 1,370 |
| Total females..... | 424 | Total number deaths during 1893..... | 1,633 |

MORTALITY, WHITES AND COLORED.

White: deaths, 952, population 51,000. Deaths per thousand, 18.67. Colored: deaths 874, population 34,000. Deaths per thousand, 25.70. Total deaths, 1,826; population 85,000; deaths per thousand, 21.48.

Street Improvements.

The system of street improvements in Atlanta is based upon a division of the expense between the city, the abutting property owners and the street railway companies, where the latter occupy a portion of the street. The rule has been that assessments could be levied where a petition representing the owners of one-third of the abutting property asked for the improvements, but at the recent session of the legislature an amendment to the charter made the requirement a petition representing fifty per cent. of the abutting property. Before an ordinance requiring such improvements can be passed they must be approved by the Superintendent of Public Works and the City Engineer, and when the work has been ordered each piece must be let to contract separately.



TELEPHONE EXCHANGE.



JEWISH ORPHANS' HOME.

Under the law no member of the city council can be a party to any contract with the city. Where sewers are laid abutting property owners are assessed seventy cents per foot on each side. This exceeds the cost of lateral sewers of small dimensions on side streets, and helps to make up the cost of trunk sewers.

The system of sewers was laid out in 1890 upon a plan prepared by the eminent sanitary engineer, Mr. Rudolph Hering, of New York, after a thorough survey of the city, with due regard to the rainfall and amount of storm water and sewage to be carried off. The system in use here is one of combined sewers, carrying both storm water and sewage. The water connections for residences and buildings are kept up to the sanitary standard approved by the Board of Health and set forth in the plumbing ordinance, which was adopted ten years ago. This ordinance requires the standard traps and open air vents, with approved flush tanks for closets and 1,000-gallon flush tanks imbedded in the streets at suitable distances to clear the sewers.

The City Engineer gives the following statement concerning street improvements:

"There are in the city a total of 61.81-100 miles of paved streets, the cost of which amounts to \$1,869,080.52. Of these 1.58-100 miles are vitrified brick, 1.35-100 miles of asphalt, 5.30-100 miles of macadam, 3.50-100 miles of rubble, and 50.08-100 miles of granite blocks.

"There are 65.86-100 miles of sewers, varying in size from eight inches to ten feet in diameter, laid at a total cost of \$710,554.56. There are 196.28 miles of curbing and sidewalks, most of which are paved with brick, at a cost of \$626,232.23. All of this work has been done since 1880 and paid for by special assessments and from the general tax without the issuance of any bonds for this purpose.

"Street improvements are made on the petition of not less than one-third (now one-half) of the property frontage, and the expense is met by assessing two-thirds of the cost against the property and one-third is paid from the general tax. In streets occupied by a street railway company eleven feet in width is paid for by the street railway company occupying the street and the balance is apportioned as above described.

"Sewers are laid by an appropriation from the general tax, but an assessment of seventy cents per lineal foot is collected from the abutting property. The entire cost of curbing and sidewalks is paid by abutting property."

Building Inspection and Statistics.

Buildings in Atlanta are under the inspection of an experienced builder, and before permits can be issued the character of the building, with the cost and location, must be registered with the Inspector, who has an office in the city hall. The usual rules prevail as to fire limits, and at the recent session of the legislature the city was given power to control the location of livery stables. A careful record is kept of all buildings, and permits and

structures are classified as to character and location. This gives a very accurate measure of the extent and value of improvements, and also indicates what portions of the city are progressing most rapidly. The Inspector's reports for 1896 and 1897 are herewith appended, showing, by months and wards, the buildings constructed during that period. The record for 1895, which was Exposition year, has been surpassed both in 1896 and 1897. The following figures indicate very accurately the character and extent of the buildings:

Building of 1896 by Months.

The total number of permits was 782. Issued as follows:

| | No. | Cost. |
|-------------------|------------|--------------------|
| January..... | 41 | \$ 48,621 |
| February..... | 66 | 179,434 |
| March..... | 54 | 55,227 |
| April..... | 105 | 156,723 |
| May..... | 75 | 96,278 |
| June..... | 63 | 181,125 |
| July..... | 85 | 391,938 |
| August..... | 63 | 103,935 |
| September..... | 61 | 47,651 |
| October..... | 72 | 60,595 |
| November..... | 61 | 69,044 |
| December..... | 33 | 14,815 |
| Total..... | 782 | \$1,404,486 |

Buildings of 1896 Classified.

The buildings erected are classified as follows:

| | Cost. |
|---------------------------------------|--------------------|
| 28 Brick stores..... | \$ 172,525 |
| 26 Frame stores..... | 11,038 |
| 19 Brick dwellings..... | 91,600 |
| 341 Frame dwellings..... | 350,891 |
| 25 Public and business buildings..... | 596,984 |
| 280 Additions and alterations..... | 127,104 |
| 63 Miscellaneous buildings..... | 24,344 |
| Total..... | \$1,404,486 |

Building of 1897 by Months.

The total number of permits was 1,313. Issued as follows:

| | No. | Cost. |
|-------------------|--------------|--------------------|
| January..... | 44 | \$ 51,910 |
| February..... | 51 | 127,102 |
| March..... | 62 | 238,160 |
| April..... | 104 | 144,500 |
| May..... | 93 | 287,007 |
| June..... | 130 | 64,087 |
| July..... | 115 | 179,265 |
| August..... | 165 | 147,691 |
| September..... | 161 | 88,364 |
| October..... | 141 | 393,009 |
| November..... | 145 | 46,036 |
| December..... | 102 | 36,173 |
| Total..... | 1,313 | \$1,803,304 |

Buildings of 1897 Classified.

The buildings erected are classified as follows:

| | Cost. |
|---------------------------------------|--------------------|
| 22 Brick stores..... | \$ 80,425 |
| 14 Frame stores..... | 5,925 |
| 5 Brick dwellings..... | 28,600 |
| 338 Frame dwellings..... | 376,332 |
| 72 Public and business buildings..... | 1,114,500 |
| 727 Additions and alterations..... | 183,563 |
| 136 Miscellaneous buildings..... | 14,409 |
| Total..... | \$1,803,304 |



Atlanta's Imports.

THERE has been an astonishing increase in imports at the Atlanta custom house during the past two years, as may be seen from the following table computed by the Surveyor of Customs, at the port of Atlanta. The imports for 1896 were eight times those of the preceding year :

SHOWING THE PRINCIPAL DUTIABLE ARTICLES.

| ARTICLES. | QUANTITIES. | | | | | VALUES. | | | | |
|---------------------------------------|-------------|--------|-------|-------|-------|----------|----------|----------|----------|----------|
| | 1892 | 1893 | 1894 | 1895 | 1896 | 1892 | 1893 | 1894 | 1895 | 1896 |
| <i>Free of Duty.</i> | | | | | | | | | | |
| Total free of duty | | | | | | \$ 406 | \$ 193 | \$ 300 | \$ 573 | \$21,243 |
| <i>Dutiable.</i> | | | | | | | | | | |
| Clocks, watches and parts of | | | | | | 199 | | | | 13,086 |
| Jewelry and precious stones .. | | | | | | 1,629 | | | | 1,437 |
| Textile grass, mfgs. of | | | | | | 6,885 | 770 | 8 | 70 | 882 |
| Tobacco and mfg. of leaf. Pounds | 6,204 | 12,943 | 2,335 | 4,921 | 2,970 | 3,121 | 6,084 | 1,395 | 2,554 | 439 |
| Cigars and cigarettes, etc | 610 | 733 | 180 | 46 | 140 | 2,604 | 3,230 | 847 | 186 | 44,919 |
| All other dutiable articles | | | | | | 2,579 | 4,733 | 2,421 | 6,027 | |
| Total dutiable | | | | | | \$17,017 | \$14,817 | \$ 4,671 | \$ 9,837 | \$44,909 |
| Total imports | | | | | | 17,423 | 15,010 | 4,971 | 10,410 | 81,996 |
| Duty collected | | | | | | 9,596 | 12,081 | 3,238 | 4,685 | 23,646 |



ERSKINE MEMORIAL FOUNTAIN.



MARIETTA STREET.

Commerce.

ATLANTA'S commerce has the distinguishing features of an inland city, with a remarkably uniform state of business, changing less at different seasons than that of the great cotton ports like New Orleans and Savannah, where the volume of exchanges and shipments is immense at certain seasons of the year and very low in proportion at other times. Atlanta is at a point where there is a remarkable confluence of Eastern and Western business. A vast volume of traffic pouring down between the different ranges of the Apalachian chain converges at Atlanta and is met by a vastly greater volume of business from the West. This will be illustrated by the tonnage figures below, from which it will be seen that the freight from the East for the past five years, amounting to 402,000,000 tons, was met by Western business of 969,000,000 tons. The miscellaneous business from the East is somewhat greater than that from the West, which amounts to 317,000,000 tons. The vast bulk of Western business consists of breadstuffs, packing-house products, agricultural implements, hardware, iron and steel, railroad iron, structural iron, etc.

It will be seen that the volume of business from the West is about two and a half times that from the East, but it should be stated that the Eastern traffic is made up of a high class of manufactured articles which pay the railroads the highest rates of freight, while the Western traffic consists

largely of carloads of corn, meat, iron and machinery, on which the charges are very low.

The gradual amalgamation of railroad lines from the Ohio and Mississippi rivers to the Southeast has a tendency to stimulate the competition of Atlantic ports with the gulf ports for Western products, and the volume of Western business passing through Atlanta is steadily increasing, with conditions calculated to accelerate the increase in the near future. Atlanta is the gateway between the ports of Charleston, Port Royal, Savannah and Brunswick, and the great Western lines of the continent. The granary of the West is from two to three hundred miles nearer the South Atlantic ports than it is to New York by the great trunk lines. With the solidification of the Southern lines, and rates of freight over them hardening by competition with the gulf ports, the tendency should be to increase business through Atlanta to Atlantic ports at the expense of the ports in the North-east. For this reason the volume of Western business through Atlanta must steadily increase. These facts will more fully appear from an inspection of the following statistics of tonnage of freight into Atlanta from the West and freight into Atlanta from the East:

Freight from the West.

RECORD OF THE SOUTHEASTERN FREIGHT ASSOCIATION.

Classified statement of tonnage from points on and beyond the Ohio and Mississippi Rivers and from and via Lexington, Ky., and from Nashville, Tenn., Johnsonville, Tenn., and Florence, Sheffield and Riverton, Ala., to Atlanta, Ga., during periods named—

| During the Year Ended. | Packing House Products. | Grain, Hay and Malt. | Milled Products of Grain. | Agricultural Implements, Vehicles, Machinery and Furniture. | Stoves and Hollow-Ware, Special Iron Articles, except R. R. and Bridge Iron. | R. R. Track Material C. L., Bridge Iron C. L., Stone C. L., Brick C. L., Cement C. L., Salt C. L., Fertilizers C. L. | Miscellaneous Merchandise | Total. |
|------------------------|-------------------------|----------------------|---------------------------|---|--|--|---------------------------|-------------|
| March 31, 1893 ... | 30,946,700 | 52,198,600 | 55,493,900 | 4,597,000 | 8,689,400 | 23,211,600 | 74,080,500 | 249,217,700 |
| March 31, 1894 ... | 25,892,500 | 55,043,600 | 48,960,900 | 7,065,800 | 8,760,900 | 13,764,000 | 71,938,700 | 231,426,400 |
| March 31, 1895 ... | 26,793,600 | 49,992,400 | 43,478,100 | 3,479,900 | 8,345,000 | 12,434,900 | 69,390,400 | 213,920,300 |
| March 31, 1896 ... | 28,677,200 | 46,700,900 | 59,532,600 | 6,889,200 | 14,341,400 | 16,719,300 | 102,061,200 | 274,921,800 |
| Total | 112,310,000 | 203,935,500 | 207,465,500 | 22,031,900 | 40,136,700 | 66,129,800 | 317,470,800 | 969,486,200 |

Freight from the East.

RECORD OF THE SOUTHEASTERN FREIGHT ASSOCIATION.

Statement of Tonnage from the Eastern Seaboard and Interior Points in New England, New York, Pennsylvania, Maryland, Delaware and West Virginia, to Atlanta, Ga., during periods named—

| | |
|--|-------------|
| During the year ended March 31, 1893 | 83,710,945 |
| " " " March 31, 1894 | 79,548,512 |
| " " " March 31, 1895 | 78,763,415 |
| " " " March 31, 1896 | 98,707,647 |
| " " " March 31, 1897 | 61,749,793 |
| Total | 402,480,123 |

Wholesale Trade.

Atlanta's wholesale trade is the growth of thirty years, and more particularly of the last two decades. Within ten years the jobbing trade of the Southeastern States has been centered in this city, and smaller jobbing centers have from time to time contributed capital, and have contributed men as well, who are among the active factors in pushing Atlanta's trade. The business of this city reaches from the Atlantic coast to the Mississippi river, and in some lines to Texas and Mexico. On the north Atlanta meets Baltimore half way and divides the distance with Cincinnati. In several specialties the trade of Atlanta extends throughout the United States. This is particularly true of cotton and paper bags, furniture and proprietary medicines.

Time was when groceries were shipped from New Orleans to Atlanta, but such a thing is almost unheard of now, and this market receives from that city nothing but articles produced in the State of Louisiana.

The domination of New York over the interior trade is a thing of the past. Fifteen or twenty years ago the merchants of Atlanta and vicinity bought comparatively few goods of the jobbing merchants here, but by degrees it became apparent that there was no sense in paying freight on goods for eight hundred miles, while the same articles could be had at the same prices in this city. The same principle which is applied to all interior jobbing centers all over the United States has operated in Atlanta's favor, and



SOUTH PRYOR STREET.

the growth of the wholesale trade here has kept pace with its increase in the commercial centers of the Western and Middle States.

Atlanta jobbers are patriotic as well as enterprising, and make it a rule to encourage home industry. Cotton goods which, twenty years ago, were bought of commission houses in New York are purchased direct from Southern factories, and the products of mills making jeans, hosiery, overalls, clothing, shoes and many other staples are taken by jobbing houses and distributed from Atlanta. The anomalous condition which fifteen or twenty years ago caused cotton goods and other staples to be shipped from Georgia, the Carolinas and Alabama to New York for distribution has been largely overcome by the upbuilding of Atlanta as a jobbing center. The same has been going on in other parts of the South, and has inured largely to the benefit of Southern mills, which thereby avoid the expense of transportation on their goods to a distant market. This disposition of the jobbers has acted as a stimulus to home industries, and each year the proportion of the goods bought at the South grows larger. This tendency of the wholesale dealers to develop local manufacturing industries is directly evidenced by the fact that several wholesale dry goods and notion houses have established, in connection with their mercantile business, factories for the manufacture of pants, overalls, clothing and many other articles. In the meantime several such factories have been established in different parts of the State.

Naturally the two largest items in Atlanta's wholesale trade are groceries and dry goods. The sales of groceries amounted to \$9,384,000, and those of dry goods to \$8,775,000 during the year 1897. Under the head of dry goods shoes and hats are included. These goods are sold from the Atlantic coast to the Mississippi river and from the gulf half way to Cincinnati. Atlanta houses carry immense stocks of goods, and their system of stock-keeping and supply is probably the best in the South. Hardly any city in the South carries an assortment equal to that kept in Atlanta.

The hardware business of Atlanta employs more than \$3,000,000 capital. There are a number of houses which have for years done a prosperous business, and the volume of trade in this line is steadily increasing. To-day there is no market south of Louisville which does a hardware business comparable with that of Atlanta. It has become necessary for firms in this line to lease warehouses in other cities in order to accommodate their expanding business.

In the grocery business Atlanta controls an extensive territory. It has not been many years since the Southeastern States were supplied in this line by dealers of Baltimore and New Orleans. The upbuilding of Atlanta has changed this. Extensive dealers in this city supply the needs of the territory. Many of the large wholesale houses of Atlanta maintain branch establishments in other cities, thus supplementing the shipments made from the home establishments.

Atlanta has a number of strong drug houses and dealers in paints, oils, etc. This business covers a wide territory, including several States, and



ALABAMA STREET.

some of these firms keep stocks of goods in other cities in the South for shipment on orders sent to Atlanta. The proprietary goods which enter into every drug stock include several important compounds put up in Atlanta, and the business in this line is very great, reaching to almost every State in the Union.

Atlanta's wholesale trade is remarkable for the solid character and high reputation of the firms controlling it. There have been very few failures during the last thirty years, and many of the houses are from twenty to thirty years old. The volume of business is as follows:

THE WHOLESALE TRADE OF ATLANTA.

| | Capital. | Sales. |
|--------------------|-------------------|--------------------|
| Groceries..... | \$1,564,000 | \$ 9,384,000 |
| Hardware..... | 1,092,000 | 2,969,000 |
| Liquor..... | 175,000 | 633,000 |
| Drugs..... | 285,000 | 996,000 |
| Dry Goods..... | 3,506,000 | 8,775,000 |
| Miscellaneous..... | 1,179,000 | 3,534,000 |
| | <hr/> \$7,801,000 | <hr/> \$26,291,000 |

Retail Trade.

Atlanta's retail trade is one of the most interesting features of its business. The principal retail streets are thronged with hurrying crowds almost every day in the year, and present scenes of life and activity suggestive of the busiest thoroughfares in the great metropolitan cities. Enterprising concerns have made stock-keeping a specialty, and in the character and variety

of goods their efforts are not surpassed at any other interior city. Window-dressing is a fine art here, and the scenes daily presented behind plate-glass would do credit, not only to a metropolitan city, but to an artist's studio. The advertisements of Atlanta's retailers are equally striking, and their displays are often among the most interesting features in the daily papers. The systems in operation in the leading retail establishments are the same in vogue in the great metropolitan stores, and the delivery service is quick and efficient. The dry goods trade has been enlivened by the efforts of an unusually enterprising and talented set of merchants, and failures have been rare. The retail clothing business in Atlanta is immense and the stocks among the largest in the country. The displays of furniture, in extent and variety and in the good taste exercised in the selection of patterns, are not equaled elsewhere in the Southern States. The retail markets have advanced wonderfully within the past ten years, and Atlanta has a set of caterers that cannot be surpassed at any inland city. Every kind of fish and game may be had in season, and fresh vegetables from the time they ripen in Florida until the last crop of the truckmen surrounding Atlanta has been marketed. The supply of poultry is particularly fine. East Tennessee pours down her wealth of turkeys and chickens, and the whole of North Georgia contributes to Atlanta's market supply. South Georgia furnishes an abundance of spring lambs, which are of such fine quality that large shipments have been made to Cincinnati and the West. In fresh meats Atlanta has the best of Western beef, stall-fed cattle from Tennessee and hog products from the West. The retail business in the leading lines is as follows:

ATLANTA'S RETAIL TRADE.

| | Establishments. | Capital. | Sales. |
|--------------------|-----------------|-------------|--------------|
| Dry Goods | 60 | \$1,333,060 | \$ 3,699,000 |
| Groceries..... | 420 | 734,000 | 2,166,000 |
| Clothing..... | 35 | 478,000 | 1,404,000 |
| Furniture..... | 52 | 213,000 | 630,000 |
| Butchers..... | 80 | 223,000 | 625,000 |
| Drugs..... | 48 | 185,000 | 522,000 |
| Hardware..... | 19 | 58,000 | 162,000 |
| Jewelry..... | 16 | 102,000 | 288,000 |
| Miscellaneous..... | 55 | 703,000 | 2,097,000 |
| | 785 | \$4,029,000 | \$11,593,000 |

Horses and Mules.

Atlanta is the second largest market in the United States for mules and horses. She is only surpassed by St. Louis, and not very much surpassed there. The annual sale amounts to over sixty thousand animals, valued at between four and five million dollars. This is partly retail and partly wholesale trade. Two-thirds of the stock is reshipped from Atlanta as a distributing point into Georgia, South Carolina, Florida and Alabama. The remaining one-third is sold here, principally at auction, during the winter months. The facilities for the handling of this business are unusual. Immense stables have been erected especially for the accommodation of

horse-droivers, and hundreds of animals are accommodated at one time. The trade is indicated by the following table:

ATLANTA'S HORSE AND MULE TRADE.

| | Number. | Value. |
|-------------|---------|-------------|
| Mules..... | 46,875 | \$3,513,625 |
| Horses..... | 15,625 | 1,051,875 |
| | 62,500 | \$4,565,500 |

Coal, Coke and Wood.

Atlanta's trade in coal, coke and wood is very large. This city is at the point where coal from Alabama comes in direct competition with coal from Tennessee, and competing lines from the two States keep freights at a low figure. Steam coal averages \$1.75 per ton delivered, with little change at different seasons of the year. The standard price of domestic coal is \$3.25 to \$3.75 per ton at the beginning of the season in retail lots. The supply is always abundant, and prices, even in the bitterest weather, are never exorbitant.

The supply of wood is abundant and at reasonable prices, as Atlanta is close to the heavily-timbered regions of Middle and North Georgia.

The volume of business in fuel is indicated by the following:

ATLANTA'S FUEL TRADE.

| | |
|----------------|-------------|
| Soft Coal..... | \$1,200,000 |
| Hard Coal..... | 50,000 |
| Coke..... | 20,000 |
| Wood..... | 22,000 |
| | \$1,292,000 |



WHITEHALL STREET.

Manufacturers' Agents Located in Atlanta.

Atlanta is Southern headquarters for nearly all the great manufacturing concerns of the North and East who maintain branch houses south of the Ohio river. The principal makers of railroad and structural steel, engines and boilers, iron and woodworking machinery, hydraulic machinery, ice and refrigerating machinery, electrical apparatus, elevators, rubber and leather belting, oil, explosives, packing-house products, spool cotton, musical instruments, and many other important articles, are represented by regularly established branch houses, many of them carrying large stocks and employing a very considerable number of salesmen and office men. There are forty-three branch houses of this character in Atlanta, their annual sales aggregating nearly \$3,000,000.

Manufacturers have located their Southern branches in Atlanta because the city offers many substantial advantages for handling Southern trade. Its geographical position is first among these advantages. This advantage is strongly supplemented by splendid transportation facilities. Modern office and storage accommodations have also been important factors.

The Cotton Business.

The cotton business of Atlanta has been a considerable item for many years, and now averages about 175,000 bales per annum. This represents the number passing through the compresses and reshipped from Atlanta by local firms. As Atlanta is some distance from the coast, its receipts cannot be compared to those of New Orleans or Savannah, but the business done here represents the crop of the territory surrounding the city

The Car Service of Atlanta.

The relation of Atlanta to the commerce of the surrounding country is indicated by the number of cars unloaded here by consignees on the side-tracks of the various roads entering the city. The Southeastern Car Service Association, which was organized in October, 1895, to secure the prompt loading and unloading of cars, and for that purpose to enforce a reasonable and uniform charge for the detention of cars when they are held over the time prescribed by the Railroad Commission, has kept during the past two years an accurate record of this business, and these statistics are a revelation. The association keeps an account of all cars unloaded by consignees on practically all of the railroads of Georgia, covering 4,563 out of a total of 5,374 miles of railroad in this State, besides 2,510 miles in Florida. Their territory is one and a half times that of this State. In that territory during 1896 there were 179,704 cars unloaded, and in 1897 the business increased to 248,741 cars. During the same period Atlanta unloaded about one-fourth as many. The records show that on the side-tracks of this city there were unloaded 55,114 cars during 1896 and 71,884 during 1897. The increase for the past year in the whole territory of this State and 2,510 miles of rail in Florida was 69,037 cars, and in Atlanta 16,770 cars.



SOUTH PRYOR STREET.

Thus it will be seen that during 1896 Atlanta unloaded 30 per cent. of the cars delivered in this State and half of Florida, while during 1897 she unloaded very near the same proportion.

This tallies closely with statistics of the postoffice, showing that the gross receipts for mail matter at Atlanta are about one-third of those for the State of Georgia.

The delivery of cars to consignees in Atlanta during 1897 was as follows:

| | |
|------------------------------------|--------|
| Southern Railway | 24,552 |
| Central of Georgia Railway | 11,054 |
| Western & Atlantic Railway | 21,839 |
| Georgia Railroad | 12,470 |
| Atlanta & West Point Railway | 1,969 |

| | |
|-------------|--------|
| Total | 71,884 |
|-------------|--------|

These figures do not include the deliveries of cars to Atlanta consignees by the Seaboard Air Line. The number of these, as stated by an official of the road, is

| |
|-------|
| 4,680 |
|-------|

| | |
|--|--------|
| Making the grand total for Atlanta | 76,564 |
|--|--------|

The improvement in the car service at Atlanta by the more rapid handling of business is indicated by the fact that when the Southeastern Car Service Association was organized in October 1895, the estimated detention of cars was 6.76 days. The statistics for 1897 show that the actual detention was 2.09 days. From this it is estimated that the railroads in this

territory have saved 700,000 days' service of freight cars, which, at \$1.50 per day per car, would be a saving of more than \$1,000,000. The facilities of the roads for handling business and the service afforded Atlanta shippers and consignees have been vastly increased by the work of the Association.



THE MULE MARKET.

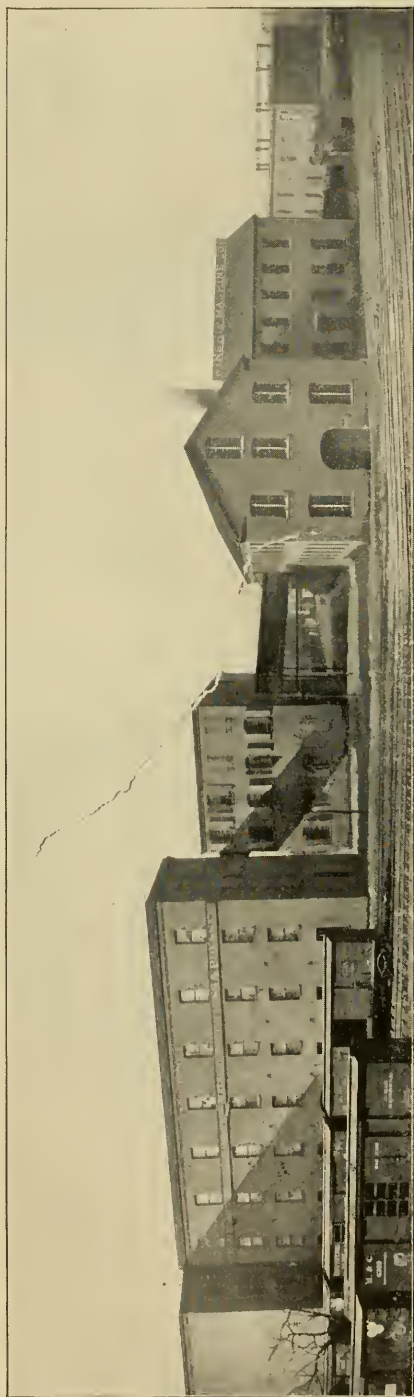


THE FULTON BAG AND COTTON MILLS.

Manufacturing.

ATLANTA holds a prominent place among the manufacturing cities of the South, and is especially strong in the variety of her industries. In this respect Atlanta's relation to the iron cities of the South has been described as similar to that which Philadelphia bears to Pittsburg. Atlanta has no such great iron plants as Birmingham, Chattanooga and other cities in Alabama and Tennessee, but it has something better in its variety of well-developed industries. In this respect its manufactures resemble largely those of Massachusetts. Though that State has a manufactured product of about \$900,000,000, only a few items cut a very large figure. By far the larger part of that immense total is made up of the great variety of smaller industries scattered through the cities and towns of the State. It is the same with Atlanta's industry. One hundred and fifty-six establishments in a great variety of industries, with a capital of \$9,343,300, and an output of \$14,183,000, employ 7,985 operatives, with an annual pay-roll of \$2,456,000. The gain of raw material by manipulation in Atlanta considerably exceeds the average percentage gain by manipulating raw material elsewhere. The total cost of raw material in the various manufacturing establishments is \$6,178,000, and this, after the process of manufacture, is valued at \$14,183,000. There is, therefore, a gain of $129\frac{1}{2}$ per cent. on the value of raw material by manipulation. In other words, the product is worth two and three-tenths times as much after manufacture as it was in the shape of raw material. The average wage is \$307. This indicates that, with all the stress of panic through which the country has passed in the last seven years, the average wage in Atlanta has remained about the same as the average for the State of Georgia, as indicated by the census of 1890.

It will be noticed that for the amount of capital employed the manufacturing establishments of Atlanta are especially effective in the amount of



PLANT OF THE WINSHIP MACHINE CO.

output and the number of men employed. The total investment of \$9,343,000 gives employment to 7,985 people. One person is employed for every \$1,154 invested. In the Middle and Northern States the cost of plant for each operative employed is from fifty to one hundred per cent. more than this, while in some instances the average enhancement in the value of raw material by manipulation is something less than the average in this city. The relation of wages to raw material and profits is such as to leave a comfortable margin for other operating expenses and for returns to capital. For instance, of the manufactured product valued at \$14,183,000 the margin above the cost of raw material is \$8,005,000. The cost of labor was less than half this margin, being only \$2,456,000. It is a rule in manufacturing establishments that the margin is about equally divided between capital and labor. In this case capital has rather a better show than usual, receiving, instead of an average of about fifty per cent., about seventy per cent., enhancement in the value of raw material by manipulation, and therefore has a safer margin for operating expenses.

The manufacturers of Atlanta enjoy exceptional facilities for the distribution of their products, and have an abundant and cheap supply of fuel. The ten lines of railroad radi-



PLANT OF THE SOUTHERN FERTILIZER CO.

ating from Atlanta give quick access to all parts of the territory supplied from this city, and many miles of siding, largely connected directly with the factories, afford economical facilities for loading and shipping.

Atlanta is at a point where the coal fields of Alabama and Tennessee come in direct competition, and for this reason steam coal is always at a low price. The average price, which varies little at different seasons of the year, is \$1.75 per ton delivered at Atlanta.

The statistics of manufactures in Atlanta for the year 1897 were collected with great care for this handbook. A careful census was taken of the business in all lines. First, the names of the establishments were secured from the mercantile agencies, and this list was checked against the list of business licenses issued by the city of Atlanta. The list was further tested by other means, which made it complete and reliable. To these concerns blanks calling for the desired information were sent, and a number of answers were received. This process was repeated several times, and in the course of thirty days replies had been received from two-thirds of the establishments. Information from the remaining third was secured through a personal canvass by the Chairman of the Committee on Statistics and



PLANT OF THE EXPOSITION COTTON MILLS.

Publication and the Secretary of the Chamber of Commerce. In the few cases where information was refused the Committee secured three estimates on each item and took the mean as a conservative statement of the fact. The facts so obtained were compiled from the original memoranda. The result is not an estimate, but a census, and, excepting those made by the United States census bureau, the only one ever made of the manufactures of Atlanta. It is believed that this census is the most accurate that has ever been taken, and faithfully reflects the conditions of industry in this city during the year 1897. The results compiled in tabular form are as follows:

ATLANTA'S MANUFACTURED OUTPUT FOR 1897.

| CHARACTER OF MANUFACTURES. | Number of Establishments | Capital Invested. | Raw Material Used. | Value of Product. | Number of Employees. | Wages Paid. |
|--|--------------------------|--------------------|--------------------|---------------------|----------------------|--------------------|
| COTTON— Sheetings, Drills, Bags, Hosiery, Yarns | 5 | \$1,750,000 | \$1,086,000 | \$2,038,000 | 2,385 | \$404,000 |
| IRON— Mach'y, Agr'l Impl., Boilers, Gins, Castings | 13 | 1,467,000 | 560,000 | 1,585,000 | 801 | \$25,000 |
| LUMBER— Sash, Doors, Blinds, Interior Finish | 12 | 694,000 | 433,000 | 1,046,000 | 532 | 216,000 |
| SHEET METAL— Cornices, Tinware, Wirework | 5 | 222,000 | 118,000 | 295,000 | 98 | 224,000 |
| CLAY— Brick, Tile, Terra Cotta | 8 | 301,000 | 105,000 | 315,000 | 675 | 128,000 |
| COMMERCIAL FERTILIZERS | 9 | 1,215,000 | 1,536,000 | 2,221,000 | 300 | \$0,000 |
| WAGONS AND CARRIAGES | 5 | 126,000 | 133,000 | 325,000 | 147 | 55,000 |
| PROPRIETARY MEDICINES | 14 | 248,000 | 208,000 | 457,000 | 134 | 84,000 |
| FURNITURE | 13 | 432,000 | 385,000 | 1,164,000 | 908 | 248,000 |
| CANDY AND CRACKERS. | 7 | 235,000 | 280,000 | 525,000 | 336 | 104,000 |
| TOBACCO | 10 | 38,000 | 27,000 | 99,000 | 84 | 19,000 |
| COFFINS | 3 | 260,000 | 57,000 | 255,000 | 105 | 75,000 |
| BOTTLING AND CARBONATING | 6 | 53,000 | 32,000 | 109,000 | 54 | 24,000 |
| PAPER AND PAPER BAGS. | 5 | 480,000 | 360,000 | 785,000 | 390 | 112,000 |
| PAINTS AND OILS | 4 | 114,000 | 188,000 | 283,000 | 99 | 21,000 |
| COTTON-SEED OIL AND BY-PRODUCTS .. | 4 | 750,000 | 230,000 | \$20,000 | 310 | 81,000 |
| ICE | 7 | 140,000 | 25,000 | 150,000 | 132 | 29,000 |
| MISCELLANEOUS | 26 | 718,000 | 415,000 | 1,711,000 | 495 | 227,000 |
| Totals | 156 | \$9,343,000 | \$6,178,000 | \$14,183,000 | 7,985 | \$2,456,000 |

Cotton Manufactures.

Atlanta's cotton industry began in 1883, when the Atlanta Cotton Mill was established by public subscription with a capital stock of \$300,000. That mill has passed through various vicissitudes, but is now in a highly prosperous condition. It manufactures sheeting and drilling, and has 18,000 spindles and 550 looms. It has been followed by others equally prosperous. The Exposition Mills, located in the building where the cot-



PLANT OF THE VAN WINKLE GIN & MACHINE CO.

ton exposition of 1881 was held, and in costly structures since built, has from the first been a financial success. Its products are sold in China, and the mill is run on full time the year round. The products are sheeting, shirting and drills, and the mills have 36,000 spindles and 1,160 looms.

The Fulton Bag and Cotton Mill, another large establishment, does a business of high class, working up raw cotton into cloth, and from the cloth manufacturing bags and flour sacks which are sold in almost every State of the union. This mill was organized in 1889, and manufactures not only light sheetings for flour sacks, but bagging. It has 26,560 spindles and 1,000 looms. The establishment is the largest of its kind in the United States and has enjoyed phenomenal prosperity for a number of years.

The Whittier Cotton Mill, located a few miles from Atlanta on the Chattahoochee river, was built by New England capital and is in successful opera-



PLANT OF THE SOUTHERN FURNITURE CO.

tion. This establishment manufactures cotton yarn, twine, cordage and carpet warps Nos. 20 to 40. It has 10,000 spindles and 100 braiders.

The total strength of the cotton manufacturing industry in Atlanta is indicated by the fact that these mills, with 90,500 spindles and 2,710 looms, consume 40,000 bales of cotton per annum. Twenty cities like Atlanta would consume the remainder of Georgia's cotton crop. Besides giving a market for the cotton produced in several counties, this industry furnishes employment to 2,385 hands, and brings into Atlanta every year over \$2,000,000 for the manufactured product.

Commercial Fertilizers.

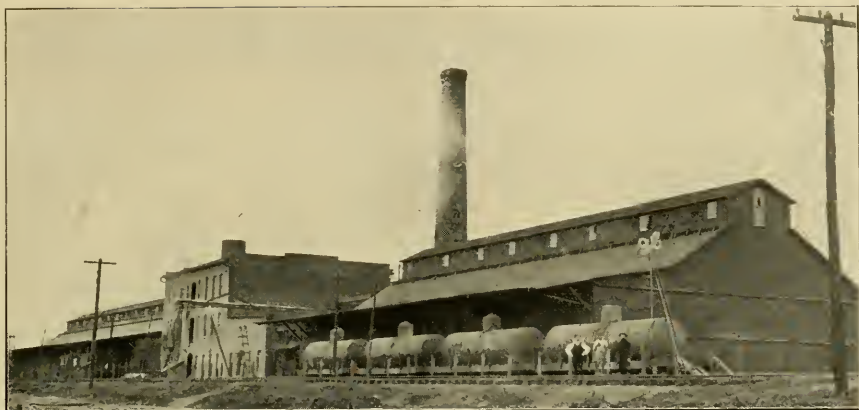
Atlanta has nine establishments for the manufacture of commercial fertilizers, and among these were the pioneers of the business in this State. Of about 1,500,000 tons of commercial fertilizers manufactured and sold in the United States, Georgia consumes one-fourth. The register of the State Agricultural Department for 1897 shows that 410,000 tons were consumed in the past year by the farmers of Georgia. It is estimated that 70 per cent. of this, or about \$5,600,000 worth of the product, was produced in this State. The nine factories in Atlanta produced \$2,221,000 worth of fertilizers, or considerably more than one-third of the product of this State. The total capital employed in this industry in Atlanta and suburbs is \$1,215,000. The raw material is valued at \$1,536,000 per annum. Three hundred hands are employed at a pay-roll of about \$800,000.

Furniture.

Atlanta is a great center for the manufacture of furniture. The thirteen factories here, with a capital stock of \$432,000, consume raw material valued at \$385,000, and their product for the past year was valued at \$1,164,000. The thirteen establishments employ 908 people, with an annual pay-roll of \$248,000. Much of the furniture manufactured in Atlanta is of high class, and is sold largely in the Eastern markets. At the annual furniture exhibition at Grand



PLANT OF THE ATLANTA PAPER CO.



PLANT OF THE GATE CITY OIL CO.

Rapids the Atlanta factories are well represented, and many thousands of dollars' worth of goods are sold there for shipment direct from Atlanta to all parts of the country. This city has exceptional facilities for obtaining the hard-woods used in the manufacture of furniture, particularly oak, which is and always will be a popular material. The mountains of North Georgia are filled with many kinds of hard-wood, and the valleys of the streams in that portion of the State and adjacent parts of Alabama abound with white oak of fine quality, which is valuable not only for furniture, but for agricultural implements and wagons.

Cotton-Seed Oil and By-Products.

The cotton-seed oil industry is one of the notable ones in Atlanta. There are four establishments with an investment of \$750,000, using raw material valued at \$230,000, which under manipulation attains a value of \$820,000. These establishments employ 310 hands at an annual pay-roll of \$81,000.

Paper and Paper Bags.

This industry is one of the most remarkable successes in Atlanta. The paper bags made here are sold in every State in the Union, and the patented process used in making them, which is an Atlanta invention, is said to be superior to any in the United States. Five establishments in this industry have an investment of \$480,000, use raw material to the amount of \$360,000, and have an annual product of \$785,000. They employ 390 operatives with an annual pay-roll of \$112,000.

Agricultural Implements.

One of Atlanta's strongest industries is the manufacture of agricultural implements. This is the growth of more than twenty years, and the sales of the products extend through every State in the South and largely into

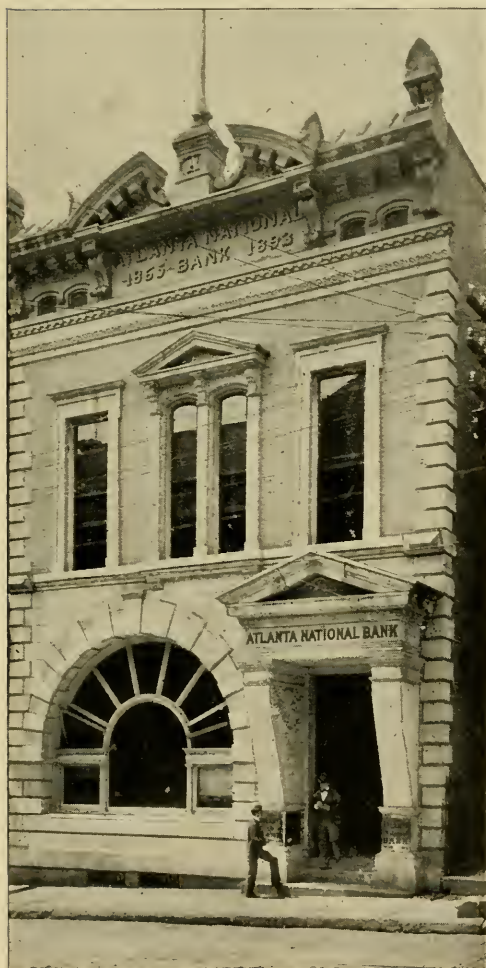
Mexico. The amount of money invested in this industry is about \$300,000, the product about \$500,000 and the number of hands about 325, with a pay-roll of \$100,000 per annum.

Twenty years ago the agricultural implements of the Southern States were furnished largely by manufacturers in the Middle and Western States, but gradually Southern concerns, among which the Atlanta factories were pioneers, began to take the field, and they are practically without competition from a distance in the Southern territory, and have a very large business in Mexico.



THE ATLANTA COTTON MILLS.

Banking and Insurance.



ATLANTA NATIONAL BANK.

THE banks of Atlanta are among the most solid and influential financial institutions of the Southern States. They are managed by able and experienced financiers, whose ability is evidenced by the fact that several of the Atlanta banks have accumulated surpluses so large as to attract the attention of bankers throughout the United States.

The character of Atlanta's banking business is different from that of other Southern centers. Atlanta is the clearing-house for most of the State of Georgia, and checks are sent here for collection from the great cities of the Eastern, the Middle and the Western States.

The bank clearings, of which statistics for five years appear below, to some extent reflect the business of Atlanta; but it should be borne in mind that certain classes of business do not appear in this statement. For instance, in the wholesale grocery trade about half of the business is done by direct shipment from the place of production to the consumer, and much

of it does not pass through Atlanta. The wholesale grocers, as a rule, are paid for these goods in New York exchange, which is frequently deposited in New York, and, therefore, does not appear in the local clearings. A careful estimate by a leading wholesale grocer, who served a term as President of the Chamber of Commerce, puts the amount of business done by Atlanta houses which does not appear in the clearings at \$10,000,000.

The clearings of Atlanta represent a great deal more business than the same figures would at other cities where cotton enters largely into the

volume of exchanges. On cotton the margin is very close, and a vast amount of business in dollars and cents will pass through the banks without doing the community a great deal of good. Thus at some of the coast cities comparatively few firms, without a large number of employees, will do a cotton business amounting to many millions of dollars. In Atlanta the cotton business, while respectable, is not an overshadowing item. Atlanta's clearings are far more uniform than those of cotton markets, whose banking business runs up during the cotton season and falls to a low ebb at other times. The great commercial and manufacturing interests of this city continue with comparatively little decrease in the volume of their business during the entire year.

The banks of Atlanta showed their strength and gave great relief to the surrounding country in August, 1893, when, by request of the Chamber of Commerce, reflecting the wishes of commercial and manufacturing interests, they issued \$90,000 of clearing-house certificates. Within the next sixty days they issued \$37,000 more, making a total of \$127,000. These obligations were accepted by the merchants and the public and circulated through the surrounding country until November 6th, 1893, when they were called in by the clearing-house. At the time when these certificates were issued, the cotton season was about to open and the dearth of currency made it almost impossible to move the crop. Had the harvesting of cotton and the resulting payments been long delayed, great disaster would have been precipitated. The issuance of clearing-house certificates gave immediate relief, restored confidence, and prevented the embarrassment which had threatened the cotton movement.

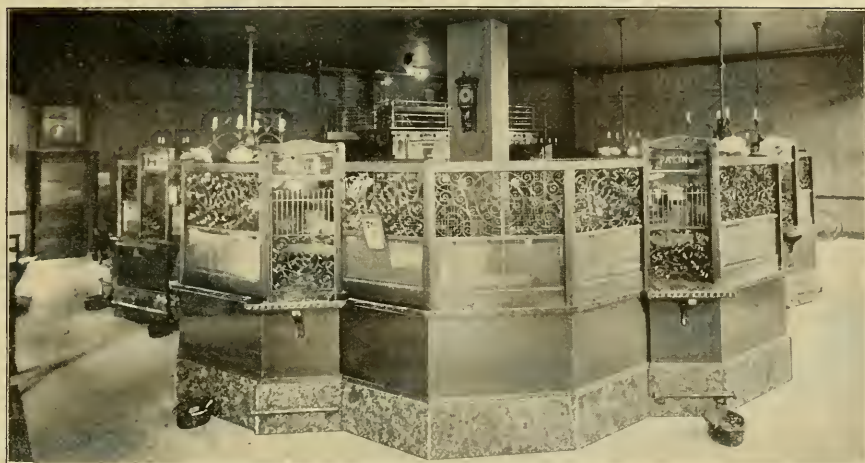
The capital of the clearing-house banks amounts to \$1,860,000, and the surplus to \$1,000,000. The chartered and private banks outside the clearing-house increase the banking capital, including surplus, to \$3,500,000. The bank clearings and deposits of the associated banks of Atlanta for five years appear below:

CLEARING HOUSE STATISTICS.

| | |
|---|-----------------|
| 1893 | \$60,753,911 13 |
| 1894 | 56,589,228 04 |
| 1895 | 65,318,254 71 |
| 1896 | 69,026,033 17 |
| 1897 | 72,005,161 52 |
| Smallest day, August 25th, 1893 | 62,070 75 |
| Largest day, January 8th, 1897 | 544,218 11 |
| Smallest week ended August 26th, 1893 | 450,920 36 |
| Largest week ended January 9th, 1897 | 2,187,084 81 |
| Smallest month, August, 1893 | 2,616,990 06 |
| Largest month, December, 1897 | 8,425,536 78 |

DEPOSITS—WEEK ENDING NEAREST TO

| | |
|----------------------------|--------------|
| December 1, 1893 | 3,977,930 98 |
| December 1, 1894 | 4,779,640 99 |
| December 1, 1895 | 6,672,006 87 |
| December 1, 1896 | 5,957,634 51 |
| December 1, 1897 | 6,385,336 51 |



OFFICE OF THE LOWRY BANKING CO.

The first meeting of banks for the purpose of organizing a clearing-house occurred on the 15th of September, 1891, and articles of agreement for the establishment of the clearing house were entered into on September 22, 1891. The first book records of the business began on April 7, 1892, and the clearings the first six days of that record were \$1,368,637.09. There are no records of the clearings previous to that date. The banks officiated as managers alternately for two weeks at a time until August, 1893, when the present manager was elected, and rooms were provided for the clearing-house.

The first President was Mr. Paul Romare, and the following gentlemen have succeeded him in the order of their names: L. J. Hill, R. J. Lowry, T. B. Neal, J. W. English, W. L. Peel, Frank Hawkins. Mr. Darwin G. Jones has been Manager from the time that the clearing-house issued certificates on August 18, 1893. Captain R. J. Lowry was President during the panic of that year, and the clearing-house certificates were issued during his administration.

Insurance.

Atlanta is the third largest insurance center in the United States, only ranked by New York and Chicago. This city is headquarters for the Southern or State agencies of sixteen of the largest fire and twenty of the most important life insurance companies. The deposits of premiums in Atlanta banks exceed \$6,000,000. In life insurance, a careful canvass of the agencies shows deposits of \$3,241,000 for the year 1897. The reports to the Comptroller-General of the State for life and accident insurance written in Georgia during the fiscal year ending October 1, 1897, with such changes as the location of agencies and the difference in months would suggest, indicate

that the amount of premiums deposited in Atlanta by life insurance agencies was, approximately, \$3,200,000 during 1897.

More than 200 men are employed by the insurance agencies in Atlanta. In fire insurance there are 115 clerks, besides forty-six general or special agents, who travel throughout the Southern States, making Atlanta their headquarters. The number of local agents of fire insurance companies reporting to Atlanta agencies from points throughout the Southern States is 3,531. The life insurance agencies of Atlanta employ seventy-five clerks and thirty traveling agents, and receive reports from 637 agents in this State.

Atlanta is headquarters for the Southeastern Tariff Association, which makes rates for the States of Virginia, North Carolina, South Carolina, Georgia, Alabama, Mississippi, Louisiana and Florida.

Insurance money has built many of the handsomest business structures in Atlanta, and two of the principal office buildings bear the names of prominent companies. Several million dollars of insurance funds have been invested in Georgia and Atlanta bonds and in Atlanta real estate.



INTERIOR ATLANTA NATIONAL BANK.

Postal Receipts.



FEDERAL BUILDING—POST-OFFICE AND CUSTOM-HOUSE.

THE postal receipts of Atlanta afford an excellent gauge for the volume of business done here. In the same way the receipts of the States east of the Mississippi and south of the Ohio and Potomac rivers indicate the volume of business in the territory of Atlanta's trade. This territory contributes to the revenue of the Postoffice Depart.

ment, in round numbers, \$8,338,000, indicating that these States do about one-tenth of the postal business of the United States.

Atlanta's place in the business of this region appears by a comparison of her postal receipts with those of other cities and those of Georgia and other Southeastern States. The receipts at Atlanta for the fiscal year ending June 30th, 1897, were \$265,091.70, and those for the State of Georgia were \$1,085,573.63. Thus it will be seen that Atlanta does about one-fourth of the postal business of Georgia. Compared with the largest cities of the United States Atlanta ranks twenty-seventh, and compared with the principal Southern cities Atlanta ranks third in the volume of her postal receipts, which are only exceeded by those at Louisville and New Orleans. A comparison of business with that of other principal Georgia cities shows that Atlanta's postal receipts about equal those of Savannah, Macon, Augusta, Columbus and Rome combined, and lack only a few thousand dollars of equaling the combined receipts of Nashville and Chattanooga.

A significant fact in connection with the business of the Atlanta postoffice is that it has shown a steady increase for every year since 1870, with the single exception of the fiscal year ending June 30th, 1894, when the general depression which prevailed throughout the United States caused a slight decrease.

The Exposition period had a marked effect on the postal receipts, and for the fiscal year ending June 30th, 1896, which includes the active period

of the Exposition, the increase was 17 per cent. During the construction period of the Exposition, which is covered by the fiscal year ending June 30th, 1895, the increase in postal receipts was 12 per cent. For the entire period from 1870 to June 30th, 1897, the average annual increase in postal receipts at Atlanta was 8.6. An estimate for the fiscal year ending June 30th, 1898, based upon the receipts up to date, indicates a business of \$295,151.88, which is an increase of 10.2 per cent. over the receipts for the fiscal year ending June 30th, 1897.

The money order business at Atlanta shows in a striking way the tribute of trade which the surrounding region pays to this city. The money orders received in Atlanta average about four times the amount of the money orders purchased here and sent away. For the fiscal year ending June 30th, 1897, the money orders purchased in Atlanta amounted to \$252,273.25, and those received and paid out here by the postoffice amounted to \$1,026,855.69. This business is so continuous and so considerable that the postoffice has found it necessary to make a business connection with the Atlanta clearing-house for the purpose of making daily settlements with the banks of the city.

The following tables give the above figures in detail:

**Comparative Receipts of the Atlanta Post-Office for Fiscal Years
Ending June 30th, from 1870 to 1897.**

| YEARS. | Gross Receipts. | Average Annual Per cent. | | Percentage of Expense to General Receipts. | MONEY ORDER BUSINESS. | | | | | |
|---------------------------------|-----------------|--------------------------|------------|--|--|--------------------------|-----------|-----------------------------------|--------------------------|-----------|
| | | Increase. | Deer. ave. | | Receipts from Money Orders Issued and Fees | Average Annual Per cent. | | Disbursements. Money Orders Paid. | Average Annual Per cent. | |
| | | | | | | Increase. | Decrease. | | Increase. | Decrease. |
| 1870 | \$35,128 73 | ..... | ..... | 33 | \$ 64,321 61 | ..... | ..... | \$ 81,125 02 | ..... | ..... |
| 1875 | 42,343 66 | 4.0 | ..... | 34 | ..... | ..... | ..... | ..... | ..... | ..... |
| 1880 | 59,409 09 | 8.2 | ..... | 24 | 150,750 49 | 13.0 | ..... | 640,536 90 | 68.0 | ..... |
| 1885 | 99,736 96 | 13.8 | ..... | 31 | ..... | ..... | ..... | ..... | ..... | ..... |
| 1890 | 159,262 61 | 10.8 | ..... | 32 | 239,629 00 | 5.9 | ..... | 839,340 97 | 3.1 | ..... |
| 1891 | 181,564 40 | 14.0 | ..... | 32 | 242,156 82 | 1 0 | ..... | 865,807 87 | 3.2 | ..... |
| 1892 | 194,801 00 | 7.3 | ..... | 33 | 269,058 32 | 11.1 | ..... | 810,971 85 | ..... | 6.5 |
| 1893 | 207,527 94 | 6.5 | ..... | 33 | 240,944 60 | ..... | 11.0 | 790,984 59 | ..... | 2.4 |
| 1894 | 201,649 92 | ..... | 3.5 | 36 | 239,638 81 | ..... | 0.4 | 867,632 81 | 9.7 | ..... |
| 1895 | 225,810 81 | 12 0 | ..... | 34 | 219,785 98 | ..... | 8.4 | 861,645 98 | ..... | 0.7 |
| 1896 | 265,277 03 | 17.0 | ..... | 31 | 284,493 05 | 29.6 | ..... | 1,000,626 77 | 16.1 | ..... |
| 1897 | 265,091 79 | ..... | 0.1 | 32 | 252,273 25 | ..... | 11.4 | 1,026,855 69 | 2.3 | ..... |
| July 1 to Dec. 31, 1897. | 141,151 88 | ..... | ..... | ..... | 126,164 08 | ..... | ..... | 514,575 16 | ..... | ..... |
| Jan. 1 to June 30, 1898, Est'd. | 154,000 00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 1898 | 295,151 88 | 10.2 | ..... | 32 | ..... | ..... | ..... | ..... | ..... | ..... |

Average annual increase of gross receipts for entire period, 8.6 per cent.

The Postal Receipts of Atlanta Compared with Those of Five Other Cities of Georgia and Two of Tennessee, Showing the Postal Receipts for the Fiscal Year Ending June 30, 1897.

| CITIES. | Gross Receipts. | Receipts | Per cent. of Expense Receipts. |
|-------------------------|-----------------|---------------|--------------------------------|
| Atlanta | \$ 265,091 70 | ..... | 32 |
| Savannah ..... | ..... | \$ 108,848 75 | 37 |
| Macon ..... | ..... | 55,173 02 | 49 |
| Augusta ..... | ..... | 54,632 91 | 54 |
| Columbus ..... | ..... | 27,581 11 | 53 |
| Rome ..... | ..... | 16,240 81 | 58 |
| Total | \$ 265,091 70 | 262,476 60 | ..... |
| Nashville, Tenn. .... | ..... | \$ 194,448 87 | 36 |
| Chattanooga, Tenn. .... | ..... | 79,791 54 | 42 |
| | | \$ 274,240 41 | ..... |

The gross receipts of Atlanta are 21.3 per cent. of the entire receipts of Georgia, larger than the above five cities, and nearly as large as those of Nashville and Chattanooga combined. The average per cent. of expenses to receipts in foregoing cities is 45.1. In Atlanta it is 32 per cent.

Comparative Receipts of Southern States for 1897.

| STATES. | Rank. | Gross Receipts. |
|----------------------|-------|-----------------|
| Virginia | 1 | \$1,147,138 32 |
| Kentucky | 2 | 1,143,673 40 |
| Georgia | 3 | 1,085,573 63 |
| Tennessee | 4 | 1,022,869 71 |
| Louisiana | 5 | 744,082 98 |
| North Carolina | 6 | 681,354 87 |
| Alabama | 7 | 622,275 75 |
| West Virginia | 8 | 548,083 96 |
| Mississippi | 9 | 492,313 54 |
| Florida | 10 | 434,919 75 |
| South Carolina | 11 | 418,045 23 |

Comparative Receipts of Southern Cities for 1897.

ONE FROM EACH STATE HAVING THE LARGEST RECEIPTS IN THAT STATE.

| CITIES. | Rank. | Gross Receipts. |
|-------------------------|-------|-----------------|
| Louisville, Ky | 1 | \$ 423,392 79 |
| New Orleans, La. | 2 | 415,614 11 |
| Atlanta, Ga. | 3 | 265,091 70 |
| Richmond, Va | 4 | 213 902 29 |
| Nashville, Tenn. | 5 | 194,448 87 |
| Charleston, S. C. | 6 | 79,716 66 |
| Wheeling, West Va. | 7 | 78,128 65 |
| Jacksonville, Fla. | 8 | 67,220 05 |
| Mobile, Ala. | 9 | 61,048 13 |
| Wilmington, N. C. | 10 | 35,240 11 |
| Vicksburg, Miss | 11 | 26,131 68 |





Transportation Facilities.

ATANTA, occupying as it does a commanding position as the gateway of the Southeast, enjoys transportation facilities equaled at few other centers in the South. Many years ago, when railroad building was in its infancy, far-seeing men predicted that Atlanta would be a great center, standing as it does at a point where railroads coming down the Atlantic coast would intersect with others from the West, Southwest and Southeast. These predictions have been fulfilled. The city has ten radiating lines, including five divisions of the Southern Railway and five independent lines, giving ample facilities for reaching any section of the United States. The time from New York is twenty-four hours, and from Chicago twenty-eight. Through sleepers come and go from each of these cities. A solid vestibuled train runs between Atlanta and New York and Atlanta and New Orleans, and there is a through sleeping-car service between Atlanta and Cincinnati, Atlanta and Jacksonville, and Atlanta and other Southern cities.

The railroads are kept in fine physical condition and are in strong hands. Within the past year most of those which were in the hands of receivers have emerged from their difficulties, passing through the period of reorganization, and are now operated by concerns free from debt. At present only two per cent. of the railroads in Georgia are in the hands of receivers. This is a record hardly equaled by any State since the great panic of 1893, when a large proportion of the railroads in most of the States were in the hands of receivers.

The people of Atlanta and surrounding towns enjoy a fine local service with very low commutation rates on monthly and quarterly tickets. The liberal policy of the roads running into Atlanta has built up a series of flourishing suburban towns, which cluster about this city for a distance of ten or twenty miles. Among these are such charming suburbs as College Park, Decatur, Hapeville, Oakland, East Point, Edgewood, Kirkwood and

Clarkston. These places are built up by people who do business in Atlanta and return every evening to their suburban homes. They use railroad tickets which amount to about the same as street-car fare, so that really the population of Atlanta is perhaps thirty per cent. greater than the official count. There are about 120,000 people who make their living here. These commutation tickets extend a distance of thirty to forty miles on several of the roads, and professional men who have offices in Atlanta and spend their working hours here reside in such flourishing towns as Newnan, Marietta, Palmetto and Fairburn.

The terminal facilities of the railroads at Atlanta, so far as freight is concerned, are first-class. The new depot and freight warehouse occupied by the Seaboard Air-Line and the Nashville, Chattanooga and St. Louis Railways is one of the finest structures of its kind in the United States. The warehouse covers several acres and has a cement and concrete floor and a metal roof, supported by steel pedestals and heavy steel girders. The length is such that thirty-two drays can load at the same time on the street side, while a large number of cars are discharging or taking freight at the tracks on the railroad side. The metal walls next to the siding are portable and suspended on rollers, so that sections can be moved from one place to another, and leave an opening at any point where a freight car may be stopped. This affords unusual facilities for loading or unloading entire trains.

The Southern Railway at its Peters street depot has ample warehouse and office room, and the Central and Atlanta and West Point freight depot on Mitchell street is both spacious and convenient. The Georgia Railroad freight depot is located on Loyd street, very near the heart of the city, and is easily accessible from the business center.

A belt line partly encircles the city, extending from the Western and Atlantic Railway on the northwest to the Southern Railway on the northeast. Another connects the Western and Atlantic Railroad with the Seaboard Air Line, and the Central of Georgia Railway has under construction a belt line from East Point to the Western and Atlantic Railroad and the Seaboard Air Line.

The union passenger depot is located in the heart of the city, within a few minutes' walk of the principal hotels, banks and business houses, and is easily accessible from any part of the city. The present station is not a pretentious structure, but plans are under consideration for a union passenger depot of a size and character in keeping with Atlanta's importance.

Atlanta is a natural railroad center for the Southeast, and as such is headquarters for the Southeastern Freight Association and Southeastern Passenger Association, of which most of the roads in the States of Georgia, the Carolinas, Alabama and Florida are members. Among these are included such great systems as the Southern Railway, the Louisville and Nashville Railroad, the Plant System, the Florida Central and Peninsular Railway, the Louisville and Nashville Railroad, the Central of Georgia,

the Georgia and Alabama, the Atlanta, Knoxville and Northern, and the Georgia Southern and Florida. These associations meet monthly for the transaction of regular business, and important conferences for the settlement of differences between the railroads of the Southeast are held here.

Another important auxiliary to the railroad service at Atlanta is the Southeastern Car Service Association, which has headquarters in this city. Through this organization an accurate account of the cars unloaded in the territory of Georgia, Florida, Alabama and South Carolina is kept, and the rules and regulations affecting car service, demurrage, etc., are here made and promulgated.

The central position of Atlanta, and the fact that the district railroad organizations are located here, gives this city quite an advantage in the matter of rates and facilities. The Southern Railway, for example, occupies elaborate offices in the Equitable building, and an assistant general superintendent, an assistant general freight agent and an assistant general passenger agent of the system make this city their headquarters.

Street Railways.

THE facilities for rapid transit in and about Atlanta are unusual for a city of its size. There are three systems of electric lines, with ninety-four miles of track, reaching to every part of the city and suburbs, and extending in all directions for six or eight miles from the business center. The schedules are convenient—from ten to twenty minutes apart. On several of the longer lines the cars are heated by electricity.

The Consolidated Street Railway Company has sixty-six miles of track and one hundred cars, and operates about fifty cars daily, employing between four and five hundred men. The annual pay-roll amounts to about \$130,000. The capital stock of the company is \$2,000,000, and the bonded debt includes \$2,250,000 of first mortgage consolidated bonds and \$106,000 of income bonds. The number of miles made by the cars per day is about six thousand.

The Atlanta Railway Company has lines from the center of the city to Fort McPherson, Grant Park, Decatur and Lakewood Park, in all about twenty miles of track. The road is well equipped and in winter uses cars heated by electricity, with glass fenders for the protection of motormen. The schedules on the lines are ten or twenty minutes apart.

The Collins Park and Belt Street Railway Company is a continuous line from the center of the city on Walton street, one block from the postoffice, to the Chattahoochee river, a distance of eight miles. Cars run on this line each way every half hour.

Atlanta has three well equipped transfer companies—the Atlanta Baggage and Cab Company, the Atlanta Parcel, Baggage, Cab and Transfer Company and the Haas Transfer Company.

The rate of fare for cabs is, by city ordinance, limited to twenty-five cents from the union passenger depot to any part of the city. The charge for trunks is also limited to 25 cents each.



PUMPING STATION—ATLANTA WATERWORKS.

Water and Light.

The Atlanta Waterworks.

ATLANTA'S water supply is drawn from the Chattahoochee river, a stream whose sources are in the foothills of the Blue Ridge. It flows through a sparsely settled country to Atlanta, and there is little to contaminate it before reaching the pumping station, from which the city is supplied. Like the water of streams flowing through a red clay region, that of the Chattahoochee is discolored, but the particles of clay are easily precipitated, and this is done by means of a settling basin, from which clear water is pumped into the city. In this way a supply of pure water, clear as crystal, is furnished all the year round regardless of the weather, and the small amount of discoloring matter, remaining after the settling process, is removed by mechanical filtration at the pumping station.

The waterworks plant is one of the finest in the country and has a pumping capacity of ten million gallons per day. As a precautionary measure, however, the pumping machinery and the principal mains are duplicated. Thus, in case of accident, the duplicate plant may be put in operation, or, in the event of extraordinary necessity, both plants may be put into operation at the same time, thus making the total pumping capacity twenty million gallons per day. The pumping station is located on the river eight miles from Atlanta above Peachtree creek, which is the only source of contamination in the vicinity of Atlanta.

The water is pumped from the river station to the settling basin, which is located on the outskirts of the city, about two miles from the business

center. This receptacle is a reservoir covering twenty-two acres of ground, with a capacity of thirty days' supply. The city is on an elevation above the pumping station at the river, and the lift is five hundred feet. Most of this is covered between the river and the settling basin. By the pumps, located at the settling basin and filters, the direct pressure for the service pipes of the city and the fire pressure is applied.

The pumpage into the city for 1896 was 1,814,963,500 gallons, and in 1897 rose to 1,895,623,800 gallons. There has, therefore, been during the past year an average daily consumption of 5,193,490 gallons. There are 7,176 supply connections and the per capita consumption of water is forty gallons per day for the entire population.

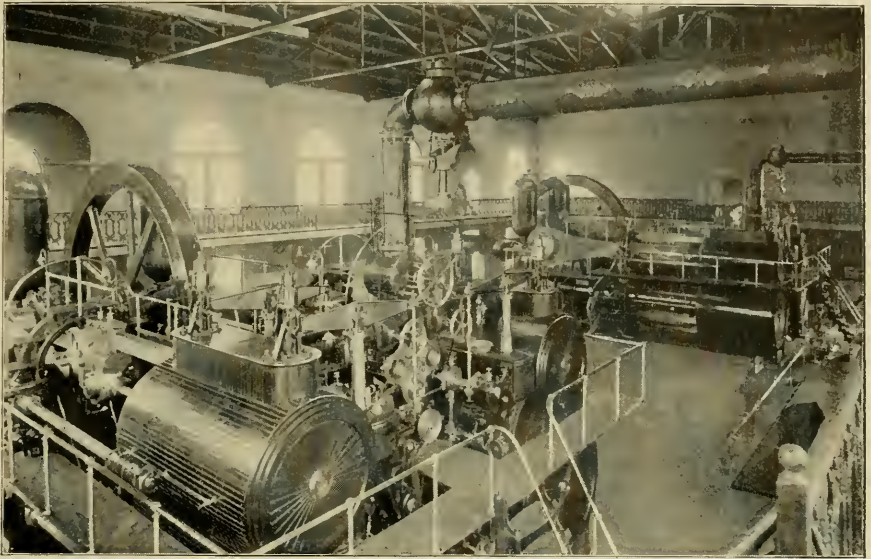
The plant includes ninety-eight miles of mains, varying in diameter from three inches to forty-eight inches, and reaching over the most important streets of the city. The universal meter system is in use, and there are 7,176 meters. The meter system has greatly reduced the waste of water and the economy so effected, together with the facilities given by the new plant erected in 1893, has enabled the city to supply water at remarkably low rates. For domestic use the charge is sixty cents for six thousand gallons, or ten cents per thousand gallons. Considering the expensive character of pumpage to overcome five hundred feet elevation, and the careful filtration, this cost is lower than in most other cities, and this retail price will be seen to be extremely reasonable. For manufacturers using water in great volume the rates are still lower, and a large cotton factory has found it practicable to use city water for bleaching purposes. All the water for manufacturing purposes is supplied by the city at greatly reduced rates.

From a financial standpoint the Atlanta waterworks are a decided success. Besides supplying water for public buildings, fire department, flushing sewers and other purposes of public interest in a quantity estimated at a fair valuation to be worth \$90,000 per annum, the plant supplies to private consumers water the receipts for which amounted to \$92,484.32 in 1897.

The growth of the city, including both the increasing population and the development of manufacturing interests, is indicated by the steady increase in the consumption of water, which has been as follows for the past twenty-two years:

| | | | | | |
|--------------------------------|-----------|-----------|--------------------------------|---------|----------------|
| Receipts for water rents, 1876 | \$ | 5,700 15 | Receipts for water rents, 1888 |\$ | 38,286 35 |
| " " " " 1877 | ..... | 10,217 55 | " " " " 1889 | ..... | 56,369 50 |
| " " " " 1878 | ..... | 17,638 84 | " " " " 1890 | ..... | 63,438 97 |
| " " " " 1879 | ..... | 21,258 76 | " " " " 1891 | ..... | 74,481 90 |
| " " " " 1880 | ..... | 24,637 47 | " " " " 1892 | ..... | 79,695 61 |
| " " " " 1881 | ..... | 27,333 68 | " " " " 1893 | ..... | 81,822 71 |
| " " " " 1882 | ..... | 27,414 98 | " " " " 1894 | ..... | 65,452 61 |
| " " " " 1883 | ..... | 31,010 26 | " " " " 1895 | ..... | 73,562 83 |
| " " " " 1884 | ..... | 35,763 95 | " " " " 1896 | ..... | 86,339 39 |
| " " " " 1885 | ..... | 39,283 33 | " " " " 1897 | ..... | 92,484 32 |
| " " " " 1886 | ..... | 32,751 48 | | | |
| " " " " 1887 | ..... | 38,066 95 | Total..... | | \$1,019,960 59 |

The total receipts from the waterworks for twenty-two years has been \$1,019,960.59. The statement of the president of the water board gives the cash income from water rents for 1897 at \$92,484.32, and the value of public water service at \$91,550.00, making a total output of water in dollars of



INTERIOR PUMPING STATION—ATLANTA WATERWORKS.

\$184,034.32. This sum exceeds the total expense account and interest on water bonds by more than \$55,000.00. This income will very largely increase by the extension of mains to be made in 1898 and subsequent years, and it is estimated that the margin of profit to the city will continue to increase. The net cost of the plant to date, by estimate of the superintendent as quoted in the report of the president of the water-board, is \$736,437.69. This includes the total cost of a former plant, which has been abandoned, and the magnificent new plant which was erected in 1893, allowing for the net return which the city has derived from the property in the meantime. In addition to the private service the public service includes 1,047 fire hydrants, seventy-five flush tanks for sewers, automatic sprinklers in thirty-one manufacturing establishments, water service in twenty-one public schools and a number of drinking hydrants scattered throughout the city, besides concessions to the churches and the Young Men's Christian Association, the county barracks, the police barracks, the Grady Hospital, the public parks, the county jail and several orphan asylums and other charitable institutions, to say nothing of the court-house, cemetery and street sprinkling.

A great advantage of the waterworks system in Atlanta is the free connection with automatic sprinklers, in factories and business houses. By this system the insurance rate has been reduced forty per cent. without cost to the concerns using the sprinklers beyond the expense of putting in the pipes and equipment. The city pressure is always on the pipes of these automatic sprinklers, and the fusible valves insure a flood of water in case of fire. The efficiency of this protection has been thoroughly demonstrated

by recent instances in this city, justifying the forty per cent. reduction by the insurance companies.

Electric Light and Power.

THE electric light and power service in Atlanta is first-class. The Georgia Electric Light Company, which furnishes all the electric light and power facilities in the city, was organized in 1891, and Atlanta is indebted to the enterprise and energy of this company for a first-class modern electric light and power system.

This company does all the street lighting and furnishes a 24-hour incandescent light and motor service. It has installed at present in the street lighting service 626 2,000-candle-power arc lights, burning all night and every night, 507 75-candle-power incandescent lamps, burning all night and every night.

The commercial lighting consists of 23,050 16-candle-power incandescent lamps, supplied to 624 customers.

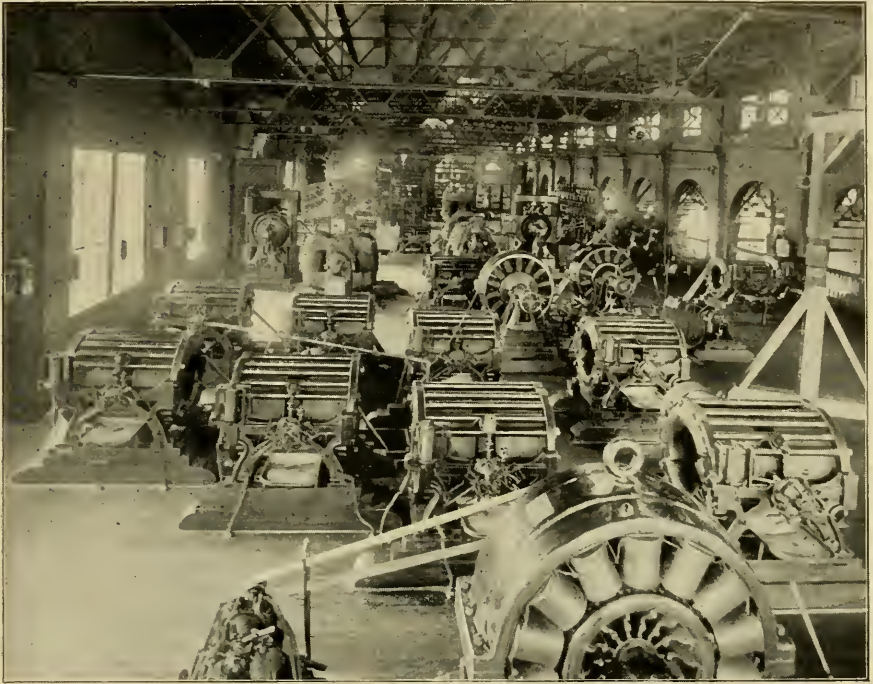
The motor service amounts to 1,500-horse power, in motors, supplied to 177 customers. There are 74 commercial arc lights, supplied to 32 customers.

The kilo-watt output of the company for the year 1896 was in round numbers 4,500,000 kilo-watts, and for 1897 was about 5,000,000 kilo-watts.

The company has spent on its property in round numbers \$900,000, and supplies light and power to almost every line of industry in Atlanta. It is furnishing light and power at the following rates: Incandescent lights, 12 cents per 1,000 watt hours, with discounts from 10 per cent. to 40 per cent., according to amount of current used. Motive power, 7 cents per 1,000-watt hours, with discounts from 10 per cent. to 40 per cent. on all motors up to 10 horse power, and from 10 per cent. to 70



POWER STATION—GEORGIA ELECTRIC LIGHT CO.



DYNAMO ROOM—GEORGIA ELECTRIC LIGHT CO.

per cent. on all above 10-horse power. Alternating arc lamps, 6 cents per lamp hour, with discounts from 15 per cent. to 60 per cent., according to amount of current used. Commercial arc lights, from dark until 11:00 o'clock, \$9.38 per month, 10 per cent. discount; commercial arc lamps all night, \$11.25 per month, 10 per cent. discount. Commercial series, 32 c.-p., \$1.88 per month, 10 per cent. discount; commercial series, 65-c.-p. \$3.75 per month, 10 per cent. discount. City arc lamps, \$7.08 $\frac{1}{2}$, net, per lamp per month; city arc series, \$2.91 $\frac{3}{4}$, net, per lamp per month.

No money has been spared in bringing the service up to date. The plant is modern and complete and is managed by the best practices prevailing in the business. The system is one that any citizen of Atlanta can be proud of and can point out to strangers with satisfaction. The development of this company has played an important part in the growth of the city. It employs between 75 and 100 men, most of this skilled labor of the highest type. Every director of the company is a resident of Atlanta, and they are all men whose names are synonymous with the success and growth of the city.

The magnificent central power station of the company is located on Thurmond and Simpson streets, about a mile from the center of the city, and is worth a visit. Here all the latest types of electrical apparatus may

be seen. The steam plant consists of six engines, aggregating 4,000-horse power. There are installed thirty-three dynamos, including all the latest types. The company is now installing its seventh engine of a maximum of 1,500-horse power. This engine will be directly connected to a 700 kilowatt G.-E. power generator. This unit will probably be the largest and finest in the South.

Light and Fuel Gas.

THE Atlanta Gas Works are the largest in the South, and the consumption exceeds that of New Orleans. This is due to the low price and the extensive use of gas for cooking purposes. Atlanta was the first city to have dollar gas, and for years that has been the price. The quality for both illuminating and cooking purposes is excellent and gives general satisfaction.

There are one hundred miles of mains, and of the six thousand customers about four thousand are in the residence parts of the city. Three-fourths of the households using gas use it in cooking. There are three thousand gas ranges, besides hot-plates and gas-heating stoves.

The total consumption is 250,000,000 cubic feet per annum, and the works employ two hundred men. Their growth has been interesting.

Work on the Atlanta Gas Light Company's plant was begun in the year 1855, the first holder being twenty feet in diameter by eighteen feet high. The last holder erected is one hundred and twenty-five feet in diameter and one hundred and forty feet high. The first illumination of the city by gas was on Christmas eve in 1855, and a ball was given by the Atlanta Fire Company, No. 1, at Concert Hall, which was lighted by gas.

The first main laid was a six-inch pipe on Marietta street to Peachtree, a 3-inch main running from this out Decatur street as far as Loyd street. A main was also laid on Whitehall street as far as Mitchell.

The works continued in operation during the war until the bombardment of Atlanta in July, 1864, when the holder was partly destroyed by shells. Joseph Warner, who was superintendent at that time, was killed by a shot from the Federal army. The works were started again about December, 1865.

The earliest manufacture of gas was from rosin purchased in South Georgia. During the war pine knots, rosin and pitch were used in making gas.

The first office was in a frame building called Tomlinson and Barnes' store, at the corner of Wall and Whitehall streets, the site now occupied by the Centennial building. It was four or five feet above the ground, and entered by a flight of wooden steps.

At the reorganization of the company after the war J. M. Duncan was elected president and J. H. Mecaline secretary. In 1877 Mr. T. G. Healey was elected president. On the death of Mr. Healey in 1897 J. H. Mecaline was elected president and W. L. Cosgrove secretary. These gentlemen are

the present officers of the company. The Board of Directors is composed of J. H. Mecaline, R. J. Lowry, Edward C. Peters, Randal Morgan and George S. Philler.

Among the earliest stockholders of the company were the City of Atlanta, owning one-third, E. Holland, Wm. Helme, J. C. White, Wm. Kidd, John and James Lynch, Simeon Frankford, Wm. Barnes, John S. Cook, T. M. Clark, Wm. Herring and John Bale.



THE LARGEST GAS TANK IN THE SOUTH.



ATLANTA CHAMBER OF COMMERCE.

Chamber of Commerce.

DURING the thirty years of their existence, the Chamber of Commerce and its predecessor, the Board of Trade, have been active in protecting and promoting the interests of Atlanta. Meetings in the public interest have usually been called at the Chamber of Commerce, and it was there that the first meeting to organize the Cotton States and International Exposition was held. All important questions affecting business have been discussed there, and a score or so of standing committees have been constituted by the chamber to look after the interests of Atlanta. The Chamber of Commerce is the open forum for the discussion of all matters which affect the general welfare of the community, and in this way the organization has exerted a powerful influence. Within the past season it originated the movement for national quarantine which was unanimously indorsed by the National Board of Trade.

It has participated regularly in the national conventions for the consideration of commercial questions, and its representatives have had an important part in all such councils.

The Atlanta Chamber of Commerce is the outgrowth of the Board of Trade, which was organized when the city was just emerging from the ashes of war. Sometime in the year 1866 a score of the leading men of the place met in Mr. R. M. Clarke's office, on Whitehall street. Among the firms represented were Glenn, Wright & Carr, Bell, Moore & Co., A. K. Seago, W. R. Phillips & Co., Henderson, Chisolm & Co., R. M. McPherson, W. M. & R. J. Lowry, W. J. Garrett, A. C. & B. F. Wyly, Langston, Crane & Hammock, Darwin G. Clark and James R. Wylie. Mr. R. M. Clarke was elected president, Mr. J. S. Peterson secretary, and Mr. Perino Brown treasurer.

In a short time Mr. Clarke was succeeded as president by Mr. W. M. Lowry, who remained at the head of the Board of Trade until 1871. At that time daily meetings were held and the membership numbered forty or fifty.

In July, 1871, there was a reorganization and Major Benjamin E. Crane was elected president and Mr. M. E. Cooper secretary. For several years there were daily meetings at 11 o'clock A. M. for the quotation of prices of staple articles of trade, and for the consideration of other business. In 1883 it was realized that a more elaborate organization, with more liberal support and a more permanent home, was necessary, and, after mature consideration as the result of a reorganization, the Chamber of Commerce began its career. This was followed by the erection of the present Chamber of Commerce building and the enlargement of the membership to 206. The ground, 52½x125 feet, was bought for \$13,340, and the architects'

estimate of the cost of the building was \$36,500. The chamber issued \$40,000 of bonds and the work of construction went on. The bonded debt has since been reduced to \$26,000.

The first meeting of the Chamber of Commerce in the new building was held on January 16th, 1885, an occasion saddened by the death of Major Benjamin Crane, the president of the chamber.

Major Crane was succeeded as president by Captain R. J. Lowry, president of the Lowry Banking Company, during whose term Mr. M. M. Welch was secretary. Captain Lowry was succeeded by Mr. J. G. Oglesby, during whose administration the chamber was especially active in promoting the interests of the city. He declined re-election at the expiration of his term, and in July 1892 ex-Governor R. B. Bullock was elected president of the Chamber. He remained in office during the two years including the great panic of 1893 and declined re-election at the end of the second term.

Governor Bullock was succeeded by Mr. Stewart F. Woodson, who was president of the chamber during the Cotton States and International Exposition. During that period the Chamber of Commerce was a host to the score or more of visiting commercial bodies that came to Atlanta during the fair. On the occasion of the reception of the Liberty bell, the Chamber of Commerce joined the city of Atlanta in preparations for the event.

In 1896 Mr. Woodson declined re-election and Mr. T. B. Neal, president of the Neal Loan and Banking Co., was made president of the Chamber of Commerce. A few months ago it was determined to start a new movement for the promotion of Atlanta's business interests, and preliminary steps were taken to organize a merchants' and manufacturers' association. After joint consideration of those in and outside the chamber, it was decided best to make the move within the organization of the Chamber of Commerce, and to enlarge and popularize the organization by temporarily reducing the initiation fee to a nominal amount. This was done until January 1st, 1898, and the list of members grew to 300.

Coincident with this change in the Chamber of Commerce, designed to bring in new blood, came the inauguration of a series of dinner-discussions for the consideration of important public questions. These dinners occur bi-monthly and the discussions following have been notable events, attracting the attention of business men in all parts of the country. It is expected that these discussions will, within the coming year, set in motion currents of thought and investigation that will go far to hasten the development of the Southern States.

Office Buildings.



THE EQUITABLE BUILDING.

ATLANTA'S office buildings, of which the most notable have been erected within the past seven years, give a physical expression of her business growth. Within that period a great many concerns, which had headquarters at other Southern cities, moved to Atlanta. The Equitable Building has a population of 1,000, and the daily entrance and exit of business men will average several times that number. The Equitable, the Austell Building (just completed), the Prudential Building (in process of erection), and the English-American Loan and Trust Company's Building, will have a population of 3,500

to 4,000 souls. These four buildings will accommodate as many people as usually reside in a good-sized town. In addition to these buildings there are others like the Lownes Building, Temple Court, the Grand, the Gould Building, the Inman Building, the Kiser Building, the Fitten Building, the Hirsch Building and the Norcross Building, which are headquarters for a thousand or so of business men.

A decided improvement has been made in the character of office buildings, and instead of the old style brick and wooden structures, the more prominent buildings are steel-framed, fire-proof edifices of the most approved modern types. The following descriptions of the four principal of-

fice buildings will give some idea of the character of construction, interior finish, and the money invested in these great edifices:

The Equitable Building has eight stories and a basement, making a total height of 120 feet from the sidewalk. It fronts 160 feet on North Pryor street and 185 on Edgewood avenue, and covers a lot containing 21,000 square feet. The materials used in its construction are incombustible. The first story of the exterior is constructed with Georgia marble columns three feet in diameter. The chief materials in the upper stories are buff brick and terra cotta. The interior is constructed principally of wrought steel columns, rolled steel beams and hollow tile fire-proofing. All of the interior construction depends upon the steel columns and beams which are thoroughly protected from possible heat by inclosure in burnt fire clay, and separated from the metal by air spaces. The building is finished largely with natural oak and Georgia and Italian marble. It is equipped with four fast passenger elevators, has its own electric light plant, and is a strictly up-to-date fire-proof office building, not excelled anywhere. It cost above \$600,000, contains 285 rooms, and was completed five years ago, since which time the number of vacant rooms has not averaged one dozen. There are about 160 tenants, by whom something like 800 people are employed.

The Prudential Building, now in process of erection, is a modern fire-proof



THE PRUDENTIAL BUILDING.

ten-story office building of independent steel construction. It has a frontage of eighty-five feet on Broad street, one hundred and seventy-eight on Walton, eighty-eight feet on Forsyth and one hundred and seventy-eight on Custom House Place, covering an entire block. The first three stories are of Bedford limestone and gray brick, and above this are five stories of plain wall surface, which supports the enriched pilasters and cornices of the two



THE AUSTELL BUILDING.

stories above. The three principal entrances are of limestone, beautifully carved. These entrances are from Broad, Walton and Forsyth streets, and a fourth from Custom House Place affords access for freight and employees. The first story is arranged for banking purposes and stores, and an arcade runs through the building lengthwise from Broad to Forsyth street, giving a double frontage for the stores, which have plate glass show-windows on Walton street and on the arcade. From the second to the tenth story the space is divided into offices, which are finished in hardwood and furnished with marble lavatories, plate-glass windows and every convenience.

The Austell Building is located on the Forsyth street viaduct and fronts on Forsyth street under the viaduct. It is nine stories high, of modern steel and fireproof construction, and is almost altogether of home or local production, having been designed by Atlanta architects, built by Atlanta contractors, with material furnished generally by Georgia manufacturers and producers, and with labor done by home mechanics.

It is equal to the best office buildings in its arrangements and conveniences, and has two hundred and six large, well-lighted and well-ventilated office rooms, besides stores on both the viaduct and the street below. The building is heated throughout by steam, lighted with electricity from its own plant, and has three elevators from basement to roof. The halls,

corridors and stairways are finished in Georgia marble, with mosaic floors. The fireproof floor-arches and partitions, of which there are 3,400 tons, is the first fireproofing made in the State. The building, in both exterior appearance and interior finish and arrangements, would do credit to any city. The cost of the structure was a little more than \$300 000.

The English-American Loan and Trust Company's Building is a modern, fireproof, twelve-story structure, and occupies the whole of a triangular block at the junction of Broad and Peachtree streets, with a frontage of 148 feet on Peachtree, 136 feet on Broad street and 60½ feet on Poplar street. The area of the site is 4,192 square feet, and the ten floors devoted to offices have 32,230 square feet in rooms, besides the space taken

up by corridors, elevators, etc. In addition to this, the ground-floor has 3,707 feet of space divided into stores, and under it there is a basement of the same size. There are 130 offices, and the population of the building will be about 400 when it is fully occupied. The main entrances are on Peachtree and Broad streets. The elevators and stairways ascend from the center of the building, and every office faces the street and has ample light and air. The building is of iron and steel skeleton construction, with lower walls of massive freestone blocks and superstructure of gray brick. The steel is of the best open-hearth make, which affords the greatest degree of elasticity and tensile strength. The outside of the framework is covered with best quality of selected Indiana limestone.



THE ENGLISH-AMERICAN LOAN AND TRUST CO.'S BUILDING.

Atlanta's Daily Newspapers.



THE CONSTITUTION BUILDING.

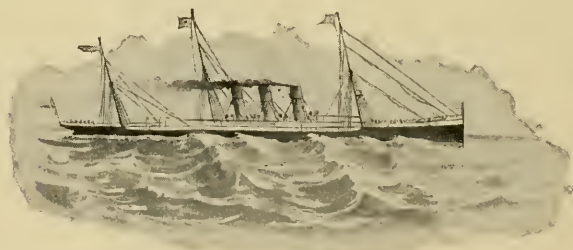
ENTERPRISING newspapers have much to do with the growth of any community, and this is especially true of Atlanta. For twenty years the daily newspapers of Atlanta have led the van of the Southern press and have had much to do with the development of the surrounding country. There are three daily newspapers in Atlanta, *The Constitution*, which is the morning paper, *The Journal*, which is the most important evening newspaper in the Southern States, and *The Commercial*, which is a sprightly afternoon daily. The *Atlanta Constitution* has an interesting history, and has been the means

of bringing into prominence several men of national reputation. It was on this paper that Henry W. Grady did his great work. It is unnecessary to speak of his career, for it is known to the whole country. In his hands *The Constitution* was especially powerful as a developer of the resources of the Piedmont region, as well as a strong factor in politics. Grady's genius has left its impress on the literary circles

of the city, and *The Constitution* under its present management is one of the leading morning papers of the country. Other writers of national reputation who have developed on this paper are Joel Chandler Harris, whose stories are read in every English speaking country, and Frank L. Stanton, whose verse is probably more generally quoted and read than that of any poet now writing for the American newspaper press.

The *Evening Journal* fills a unique field, somewhat broader than that usually occupied by evening newspapers. It is an enterprising newspaper of large circulation, and has been a powerful factor in the politics not only of this State, but of the entire country. It had much to do with bringing about the nomination of Grover Cleveland for president in 1892, and its principal owner, Mr. Hoke Smith, was selected by Mr. Cleveland as the man to represent Georgia in the cabinet.

The *Commercial* is a younger paper than either of the other two, but has already attracted attention by its pungent editorials and its independent spirit.



Educational Facilities.



BOYS' HIGH SCHOOL.

THE facilities for education at Atlanta will compare favorably with those of any city of the same size, and in addition to an excellent system of grammar schools and high schools, include several technical schools, notably the Georgia Institute of Technology, which is abreast of its class. With these are several fine libraries. The Young Men's Library, containing 15,-

000 volumes, unusually well selected, and the State Library, containing 60,000 volumes, accessible to the public, besides the libraries in various schools and institutions, supplement the educational work of the schools.

Atlanta is surrounded by educational suburbs, which have numerous institutions for higher education. Among these are the Southern Military College and the Southern Female College, located at College Park, a suburban town which was founded exclusively for the purpose of giving educational advantages to the people in and about Atlanta. Both of these are flourishing schools, with high curriculums and strong faculties. The Agnes Scott Institute at Decatur, another suburb of Atlanta, has for a number of years been in successful operation. It was founded by Mr. George W. Scott, of this city, a brother of the late Thomas Scott, for a long time president of the Pennsylvania railroad and formerly United States Senator from Pennsylvania.

The Public Schools.

Nothing shows the growth of Atlanta more clearly than that of the public school system. A comparative statement furnished by the superintendent shows that in a decade, between December 1st, 1887, and December



GIRLS' HIGH SCHOOL.

1st 1897, the system grew as follows :

Two new high schools have been built and the number of teachers has increased from 9 to 19. Instead of 7 white grammar schools, there are 18, and the number of teachers has increased from 62 to 153. Instead of 3 negro grammar schools, with 23 teachers, there are 5 with 40 teachers. The total number of schools has increased from 12 to 25 and the teachers from 94 to 212.

The seating capacity in the high schools in 1887 was 397. In 1897 it is 781. In white grammar schools it has grown from 3,140 to 7,617, and

in negro grammar schools from 1,614 to 2,002. The total seating capacity has increased from 5,151 to 10,400.

The attendance has grown as follows: High schools from 250 to 646; white grammar schools, from 3,000 to 7,008; negro grammar schools, from 1,000 to 2,999, and total attendance from 4,250 to 10,653.

The average per cent. of attendance has improved, and instead of being 93 76-100 per cent., is 97 12-100 per cent.

The total expenditures for 1887 were \$61,657.75. In 1896 they were \$198,747.98. The amount received from the State school fund by



EDGEWOOD AVENUE GRAMMAR SCHOOL.



THE SOUTHERN FEMALE COLLEGE.

Atlanta in 1897 was \$31,206. The remainder of the amount expended was raised by local taxation and appropriated by the city council.

The efficiency of the teaching corps is maintained by normal exercises held under the direction of the Superintendent every Saturday. These exercises are allotted to different teachers for different weeks, so that there is a separate class for every Saturday. The system is controlled by a board of education elected by the general council of the city, and this has for years been filled by men eminent in their respective pursuits. At present the board is presided over by Hon. Hoke Smith, ex-Secretary of the Interior.

The Southern Female College.

The Southern Female College is located at College Park, an ideal residence and educational suburb founded seven years ago. This institution is the nucleus around which the community grew up, and is one of the most successful female colleges in the South. It has a faculty of thirty teachers, and there are three courses of study: a college of liberal arts, a school of fine arts and a school of practical arts. The college of liberal arts embraces ten schools, including eight languages and the various branches of natural science, with courses in literature and *belles-lettres*. The schools of fine arts and practical arts embrace the subjects which their names indicate. In fine arts the institution is famous, especially for its musical department, which includes instruction in vocal music and on the piano, organ, harp, violin, violincello and double bass, guitar, cornet, clarinet, flute, etc. With these come instruction in harmony, the theory and history of music, with elocution, penmanship, drawing and painting. A special feature of the musical department is a ladies' orchestra, consisting

of thirty-two pieces. They render in artistic style difficult selections from the masters, and for twenty-five years have delighted critical audiences. Their Southern tours and later renditions at the Atlanta Exposition and elsewhere have attracted wide attention.

The school of practical arts includes seven branches, such as dressmaking, cooking, bookkeeping, typewriting and stenography.

In connection with this school there is normal instruction for pupils who desire to make teaching their profession.

The attendance is large, and at times has included two hundred students from a distance, besides local pupils. The institution draws its patronage from Georgia, Alabama, South Carolina, North Carolina, Florida, Mississippi, Texas, Missouri, West Virginia, New York, Cuba and Mexico.

The location is a commanding eminence on a thirty-acre campus, which has a frontage of one thousand feet on the Atlanta and West Point Railroad. The site of the college building is thirteen hundred feet above the sea level, two hundred feet higher than the highest portions of Atlanta.

The college building is the largest in Georgia, and one of the largest in the Southern States. It is a four-story structure of brick and stone, two hundred and forty feet long, one hundred feet wide at the ends and one hundred and forty feet wide at the center, with a dome rising above the fourth floor. A passenger elevator gives quick and easy access to the upper stories, and the entire building is equipped with water pipes and electric lights. There are a spacious chapel, a commodious library of five thousand volumes, a museum with eight thousand natural history specimens, and well equipped chemical and physical laboratories. The musical equipment includes a large pipe organ and forty-six pianos, and the art studios are furnished with statuary, casts and models. This institution has its own waterworks, and its electric light and steam-heating plants, and the clock in the tower not only strikes the hours, but rings the changes for recitations on electric bells in the recitation rooms. The college is connected by telephone with Atlanta, and a convenient schedule gives opportunity for attendance upon the lectures of the Atlanta Lyceum Association and other events of educational value in the city.

The Agnes Scott Institute.

The Agnes Scott Institute is located at Decatur, one of the most charming of Atlanta's suburbs. The building is in the center of a five-acre campus, in the midst of a grove of beautiful oaks. The structure is four stories high, of brick and marble, and well built throughout. It has telephonic connection with Atlanta, and is easily accessible by the Georgia Railroad and two electric lines from the city. The main building is 190x54 feet, and is heated by steam, furnished with electric lights, well ventilated and furnished with hot and cold water and all modern conveniences. The dormitory rooms are carpeted and finished in solid oak. The recitation rooms



THE AGNES SCOTT INSTITUTE.

and chapel occupy the first floor and the upper stories constitute the dormitory. This institution was founded seven years ago by Colonel George W. Scott, of Atlanta, who named it in honor of his mother, Mrs. Agnes Scott. The buildings and grounds cost \$120,000, and the institution is self-sustaining. It draws its patronage of 230 students from the States of Georgia, Alabama, Florida, North Carolina, South Carolina, Louisiana, Mississippi, Pennsylvania, Arkansas, Illinois and Colorado, about one-fourth of them coming from States other than Georgia. The faculty is composed of seventeen teachers, and the curriculum compares favorably with that of similar institutions. The work done is thorough, and the reputation of the institution has steadily grown since its foundation.

The Washington Seminary.

This institution, which occupies a handsome building at the corner of Walton and Fairlie streets, has in a comparatively few years attained an enviable position, and its reputation for educational work of a high character is well established. In 1897 there were nineteen teachers and a total attendance of 195 students from Georgia and adjacent States. Several of the teachers are graduates of Vassar and Wellesley colleges, and others were educated in foreign schools of reputation. The course is divided into primary, intermediate and collegiate departments, with courses of study including

schools of English, English literature, mathematics, ancient languages, modern languages, science, history, music, art and reading, oratory and physical culture. The principal, Mrs. W. T. Chandler, occupies the chair of French, mental and moral philosophy, history and art. Under her management the school has built up an enviable reputation. Its attendance is composed of the daughters of the best families of Atlanta and other communities.



THE WASHINGTON SEMINARY.

The Southern Military College.

The Southern Military College is located at College Park, within a short distance of the Southern Female College, and is intended to furnish for boys educational facilities similar to those afforded by the latter institution. The course includes the regular college curriculum, with a preparatory department and grammar school in addition. The departments are as follows: Collegiate, preparatory, grammar school, primary school, military department, normal department, school of elocution and oratory, school of

music, and commercial school. In the collegiate department there are classical, philosophical, scientific and literary courses. The faculty includes ten well equipped teachers, and the total attendance is 129, principally from Georgia, with a few from Florida, Alabama, Mississippi, New Jersey and New York, and two from South America.



THE SOUTHERN MILITARY COLLEGE.

The Young Men's Library.

This institution was founded about thirty years ago, and has from the first filled a large sphere of usefulness. It was founded by private subscription, and owns property valued at about \$60,000, of which a part is money at interest, the proceeds of which are used in the purchase of new books. The library building is on Marietta street, not far from the business center. This institution has about 15,000 volumes, covering a



THE YOUNG MENS' LIBRARY.

wide range of literature. The book circulation is very large, and the reading rooms are frequented by members of reading clubs. A careful count is kept of the books of each class in circulation, and the selections of new books are made with a view to stimulate reading of the best class. A great improvement is noticeable in this respect within the past five years. For-



THE STATE LIBRARY--READING ROOM.

merly a very large proportion of the books read were novels. While standard works of fiction are still largely read, there is a much greater demand for historical, biographical and scientific works.

Auxiliary to this institution is a club organized by its directors, known as the Saturday Night Club, in which it is customary to debate questions of timely interest, usually topics before Congress or those in which the public mind is for the time especially interested.

This institution carries on through appropriate committees several lines of important work, including university extension lectures, popular lectures and historical collections. Several years ago, by the co-operation of professors in the University of Georgia, a series of university extension lectures was given in the rooms of the Library, and the experiment was considered a success. It is expected that work on this line will be renewed at no distant day.

The State Library.

The State Library, occupying one of the handsomest public halls in the Capitol, is considered the best law library in the Southern States. It contains 65,000 volumes, of which about half are law books, and about half miscellaneous works and Government and State documents. The law library includes the Supreme Court reports of every State in the Union, with the Federal reports and the English and Irish reports, besides all the standard text-books and digests, and the statutes of the different States.

There are comparatively few books in the line of general literature, but there are some historical works of great value, including the De Renne collection of works on Georgia and the Southeastern States, written in colonial times. The purchases of law books are under the supervision of the Supreme Court, and the law library is kept supplied with the latest editions of the best books.

The Georgia School of Technology.

This school was founded in 1885 by a State appropriation of \$65,000, supplemented by a gift of \$50,000 from Atlanta. Last year the State added a dormitory costing \$15,000, and appropriated an additional sum for the electrical apparatus. The school is well equipped with scientific apparatus and has an especially strong department of electrical engineering. A movement is on foot to add a textile department, and a bill for an appropriation to that end recently passed the Georgia legislature. Adjacent to the academic structure is a well-appointed and well-equipped machine shop, in which wood-working and up-to-date machine work in iron, brass and other metals is regularly done by students, who divide their time between academic studies and work in the shop. The machine shop, in plant and equipment, was modeled after the Lowell Institute of Technology, and is one of the best of its kind. The standard in work and in teaching is high, and gradu-



THE GEORGIA SCHOOL OF TECHNOLOGY.

ates of this institution are at no disadvantage in competition with those of the best technical schools of the country. A large majority of them are filling important and remunerative positions in the line of their training.

The school is supported by the State and is a branch of the University of Georgia. It receives an annual appropriation of \$22,500 from the State and \$2,500 from the city of Atlanta, and has an attendance of about 200.

The school has seventy graduates engaged in engineering pursuits in this and other States. Most of them are superintendents of mills, machine shops or manufacturing enterprises of some kind. Several occupy professorships in technical schools in other States. The graduates have ranked high as specialists, and have taken their place easily and quickly in the productive enterprises of the country. They are earning good salaries and doing fine work for the concerns with which they are engaged.

The Medical and Dental Colleges.

Atlanta has fine facilities for the study of medicine, surgery and dentistry. There are three medical colleges whose aggregate attendance is something over 600 students. They have able faculties, and their relations with the Grady Hospital afford fine opportunities for clinical instruction. Each college has ample facilities for the study of anatomy, and subjects are provided by the State law which authorizes the authorities of the Georgia penitentiary to turn over to the medical colleges all unclaimed bodies of deceased convicts. These bodies are kept for sixty days in preserving fluid, and at the end of that time, if still unclaimed, are subjects for dissection.

The Atlanta Medical College and the Southern Medical College are of the regular or allopathic school, and the Georgia College of Electric Medi-



THE SOUTHERN MEDICAL COLLEGE.

cine and Surgery is what its name indicates. Each of these institutions has a substantial building, and their faculties are composed of the ablest physicians in the city.

The dental departments send out every year several score of graduates. The excellence of these colleges is evidenced by the fact that their attendance comes from all parts of the Southern States.

The State Board of Medical Examiners has done much to elevate the standard of the medical profession in this State. No one can practice medicine in Georgia without passing an examination by this board, which is composed of eminent physicians appointed by the Governor. A State Board of Dental Examiners has just been created by law.

Institutions for the Education of the Negro.

ATLANTA is making the most of the negro, and not only provides rudimentary education for colored children in public schools, but has six institutions of higher education elaborately equipped and liberally endowed. These are the Atlanta University, Spelman Seminary, Clark University, Gammon Theological Seminary, Morris Brown College and the Atlanta Baptist College. The Chancellor of the University of Georgia has repeatedly stated that in equipment and in faculty these institutions are fully equal, if not superior, to the University of Georgia and the other colleges for the education of white people. It is important to know that in two of these institutions the practical side of education receives much attention. At Clark University and at Spelman Seminary negro men are taught various trades and negro women are trained, not only in all kinds of domestic economy, but as nurses for hospitals, etc.

Clark University.

Early in the year 1869 a primary school was opened in "Clark Chapel," on Fraser street, by Rev. James W. Lee and wife. The chapel, an ordinary wooden structure, has long since disappeared, and the ground on which it stood is occupied by tenement houses. The school thus started, proving a success, was adopted by the Freedmen's Aid Society, and has been supported by that society up to date. In the course of its development the institution changed sites several times.

A charter was secured in 1877, when the institution was named Clark University, in honor of Bishop D. W. Clark, who visited this section of



CLARK UNIVERSITY—WARREN HALL.



CLARK UNIVERSITY—CHRISMAN HALL.

country shortly after the war, and organized the Southern conferences. His library is now a part of the library of the school.

On the 10th of February, 1880, the corner-stone of "Chrisman Hall" was laid, and Bishop Matthew Simpson delivered the address. This building was largely the gift of Mrs. Eliza Chrisman, of Topeka, Kansas. "Warren Hall," the large dormitory for girls, was named for Bishop Henry W. Warren who

raised a considerable part of the funds to erect it. The entire credit must also be given to Bishop Warren for the establishment of the industrial plant in connection with the university. Beginning in narrow quarters, the industrial department soon found another friend in the person of Mr. Stephen Ballard, of Brooklyn, New York, who erected its main building, known as "Ballard Hall." The property of the school is valued at \$400,000. Instruction has been given to about seven hundred students. Of these, twenty have been graduated from the college course, seventy-six from the normal and preparatory and twenty from the industrial. The large majority of the graduates are either teaching or preaching, while those from the industrial department are following the trades for which they fitted themselves.

The Atlanta University.

The Atlanta University was incorporated in 1867 and opened in 1869. It is a Christian institution, unsectarian in its management, and wholly controlled by an independent board of trustees. It owns four large brick buildings, on sixty-five acres of land, one mile from the center of the city. It has a library of ten thousand volumes, apparatus and other equipment, the total value of the whole property being perhaps \$250,000. The endowment is only about \$33,000, most of which is for the purpose of aiding needy students. The attendance is about 300, all in the upper departments, as the lower departments were dropped in 1894. The number of graduates is 317. These, with hundreds of past undergraduates, are engaged in teaching, in preaching, in business, and in other useful work in Georgia and surrounding States.

Spelman Seminary.

Spelman Seminary, located within the city limits on a commanding eminence, removed from the noise and bustle of business, is one of the most important of the institutions for the education of the negro at Atlanta. Under the presidency of Miss Harriet E. Giles it has obtained a high degree of efficiency. It has graduated a number of young women who are earning lucrative salaries as trained nurses, and good wages in industrial pursuits. The school for the training of nurses is one of the most important in this section. It is under the direction of graduates of the Nurse's Training School of Illinois, and the Cook County Presbyterian Hospital of Chicago. The industrial department includes training in the best domestic work; cooking, housekeeping and sewing, and in printing and dressmaking. Training on these practical lines is accompanied by instruction in English studies and by normal training for those who desire to become teachers. There are the usual academic and college courses, with an especial training course for missionaries. The institution has 248 graduates in the different departments.

Gammon Theological Seminary.

Gammon Theological Seminary was founded in 1883. Rev. W. P. Thirkield, A.M., D.D., has been president from its opening till now. It has had remarkable growth, and is one of the strongest and best endowed institutions



THE ATLANTA UNIVERSITY.

of its kind in the country. Its grounds and buildings are valued at \$100,000 and the library building contains over 11,000 volumes, constituting the finest theological library in the South. The endowment of the institution is fully \$600,000, and its work is entirely theological. It has over 100 graduates, holding prominent positions in the leading towns and cities of the South. The total attendance for the year 1896-97 was 86, representing seventeen States and two foreign countries and 28 different colleges.

The Atlanta Baptist College.

This institution was founded at Augusta, Georgia, in May, 1867, where it continued until the fall of 1879, when it was removed to Atlanta, incorporated, and named the Atlanta Baptist Seminary. It continued to operate under this name until the spring of 1897, when, in consequence of



GAMMON THEOLOGICAL SEMINARY.

having developed into a college and graduating its first A. B. men, it was re-named the Atlanta Baptist College.

The institution was established originally for the education of preachers and such teachers as could be profitably classed with them; but in order to meet the growing demands of the colored people for educated men in other walks of life, its scope has been broadened and it trains men for teaching and for business as well as for the ministry. The courses taught are the English preparatory, the teachers' professional course conjointly with Spelman Seminary, and the academic, collegiate and theological.

The average yearly attendance is 150. Located at the corner of West Fair street at Chestnut, it owns fourteen acres of land, near the center of which stands a well-constructed building 170 feet long, and four stories high above the basement. The property is valued at \$60,000, and the college has \$25,000 of endowment.

Morris Brown College.

Morris Brown College was founded in 1880 by ministers of the African Methodist Episcopal Church and is the property of that denomination. In 1881 the first building was begun, and within a year was completed. Ten years later another building was erected and the institution has attained a high degree of usefulness, with an extensive patronage. The attendance is 422 students, of whom 167 are male and 255 are female.

The courses of instruction include theology and law, in addition to the usual academic studies. The cost of the building and grounds was about \$30,000, and for a period of eighteen years the institution has been maintained without an endowment.

The work is divided into theological, law, collegiate, scientific, academic, normal, missionary, English, music and industrial departments. The faculty is composed of fourteen professors and teachers. The institution is controlled by a board of trustees elected by the three Georgia conferences of the African Methodist Episcopal Church.



SPELMAN SEMINARY.

ATLANTA BAPTIST UNIVERSITY.



BROOKWOOD—A SUBURBAN RESIDENCE.

Residential Advantages.

THE advantages of residence in Atlanta include many things which have attracted people from all parts of the United States, and these subjects are appropriately treated at length in other chapters. Among them are the climatic advantages, the bracing air, the unusual elevation, the undulating character of the country affording easy drainage, the fine sanitary system which supplements natural advantages, police and fire departments of unusual efficiency, a waterworks system hardly equalled elsewhere in the South, superior educational facilities, strong fraternal, religious and social organizations, fine public libraries, magnificent theaters, in which the best artists regularly appear, the Lyceum Bureau Courses and other lectures, enterprising daily newspapers which stand first in the Southern States, rapid transit affording easy and quick access to the business center, the churches and the theaters from all parts of the city, a community of high-class merchants whose enterprise affords extraordinary facilities for shopping, and markets unsurpassed in the South, at which the best of vegetables, meats, fish and game are regularly supplied at reasonable prices.

With all these advantages is the distinctive spirit of the people, an orderly, home-owning, hospitable people, inspired with an incomparable public spirit, which balks at no enterprise and welcomes every honest man, rich or poor, who comes to add his efforts to the energetic life of the community.

A Cosmopolitan City.

Atlanta is a cosmopolitan city, more so than any other in the Southern States. Almost every State in the North and West and every country of Europe is represented among the residents, and people from a distance find congenial companionship, no matter whence they come. The colored population composes about 40 per cent. of the whole, and consists almost entirely of working people. A few are preachers, teachers and professional men, with a sprinkling of lawyers and politicians. The negroes, as a rule, do the domestic service, but within the past few years the number of white



RESIDENCE OF MR. WALKER P. INMAN.

servants has largely increased, and it is not difficult to get efficient white help when this is desired.

The negroes reside principally in the first, third and fourth wards, where they are almost entirely separate from the white population. There are separate schools for colored people, and they have their own churches and assembly halls. There

is seldom any friction between the two races and persons from a distance who have been accustomed to regard the race problem as a vexed question, continually causing trouble, are astonished to see with what little jar and friction the two races live side by side in the same community, separate and distinct in their social life, but more or less thrown together in business.

While the presence of a large body of negroes renders the per capita wealth of a community somewhat smaller than it would be in a city occupied wholly by white people, it is a notable fact that beggars in Atlanta are very rare, more so than in cities of the same size in other States, where there is more wealth and a population almost entirely white. While the scale of wages is somewhat lower, there are comparatively few unemployed, and as the expense of living is considerably less than in colder States, there are few families without an abundance of the necessities and a moiety of the comforts of life.

The people are thrifty and have a habit of living within their incomes. The bulk of the white population is composed of elements which have come from Georgia and surrounding States during the past thirty years. Very few adult citizens of Atlanta were



RESIDENCE OF DR. A. W. CALHOUN.

born here and the population represents largely the enterprising elements of other communities which have come to Atlanta for a larger field for effort. Blended with these sturdy contributions of the Southern States are others from every section of the country, and in almost every business or social gathering of any extent half the States in the Union are represented.



RESIDENCE OF JUDGE HENRY B. TOMPKINS.

These diverse elements, composed of the best and most enterprising people from all parts of this and other countries, give to Atlanta that life and vigor which always results from the union of different strong individuals, classes or races. Instead of producing friction and continual jar, as some might suppose, the very diversity of these elements gives the city that vigorous and progressive spirit which makes it easily first of all Southern communities in the race of progress.

Law and Order.

Atlanta is an orderly city and scenes of mob violence have never occurred here. There has never been a lynching or a forcible rescue of prisoners, and the bloody scenes which have saddened the history of other communities are wholly absent from the records of Atlanta's life. The public order is to some extent due to the solution of the problem of regulating the liquor traffic. After several hard-fought contests on this subject the citizens



THE GOVERNOR'S MANSION.



RESIDENCE OF MR. S. M. INMAN.

have, by common consent, settled upon a system of control by high license, with limited hours of sale, and the prohibition of all screens in front of saloons. The license in Atlanta is fixed at \$1,000 per year, and this brings the sale of liquor into the hands of responsible parties. They are by law prohibited from selling liquor after 10 o'clock p. m., and on election days and legal holidays. The presence of a minor in a saloon

is *prima facie* evidence of the sale of liquor to him and this rule is effective in preventing the sale of liquor to minors. Drunkenness on the street is not common, and though considerable liquor is sold here, it is under as effective control as seems to be compatible with an amicable adjustment of this difficult question.

Delightful Climate.

Among other residential advantages the substantial character of public improvements and the well paved and well kept streets cut no small figure and add much to the health and comfort of the people. Atlanta's fine air and elevation, and the excellent hotels, fine hospitals, sanatoriums and infirmaries have gone far to make this city a health resort in the summer and winter. The temperature at Atlanta in summer is almost always lower than in the cities of the Middle States. For example, there are few days during the heated term when it is not cooler in Atlanta



RESIDENCE OF MR. JOHN W. GRANT.



THE KIMBALL HOUSE.

than at Columbus, Ohio, and the summer temperature is far below that of St. Louis and Cincinnati. The cool, bracing air, coming from the foothills of the Blue Ridge, has an invigorating effect on the people, and goes far to give them that bodily vigor and mental alertness so distinctive in Atlantians. Winter tourists often stop at Atlanta on their way to Florida, and frequently spend some time here in the spring on the return trip. The excellent service at the hotels and the fine facilities for medical treatment at the sanatoriums and hospitals, not equalled this side of Baltimore, make this a very comfortable stopping place for invalids.

Hotels and Boarding Houses.

Atlanta has two first-class hotels, the Kimball and the Hotel Aragon. For years the Kimball House has been the leading hostelry of the Southern States, and under its present management the service is kept up to a high standard of excellence. The original Kimball House was built about thirty years ago, but was burned in the summer of 1883. The present building, covering almost an entire block, was completed between the burning of the old structure and August, 1894. It is seven stories high above the basement and has 440 rooms. This hotel is the political headquarters for Georgia and is the rendezvous for all sorts of gatherings of a

public nature. Many important enterprises have been initiated at meetings held in its parlors. President Cleveland was entertained there on his first visit to Atlanta in 1887, and many distinguished guests have honored the hotel with their presence.

The Hotel Aragon was completed in 1894. It is to Atlanta what the Hotel Waldorf is to New York, and is a favorite with tourists. In 1895 President Cleveland and many distinguished guests of the city and the Exposition were entertained there. The *cuisine* is equal to that of the best hotels of this country and the service is kept up to a high standard. The hotel has 360 rooms and is six stories high.

In addition to these there are six or eight smaller hotels, well kept and at moderate rates, where visitors may be accommodated at prices within the reach of almost any purse. They are located within two to five minutes' walk of the union passenger depot, and are conveniently near the business center.

Atlanta is well supplied with high-class boarding houses, located, as a rule, within five minutes' walk of the business center. Here accommodations may be had according to the taste and purse of almost any one.

The Sweetwater Park Hotel, located at Lithia Springs, some twenty miles from Atlanta, is one of the most famous summer resorts in the Southern States. It has become popular, not only with the people of Atlanta and Georgia, but is growing in favor as a resort for both winter and summer. Like the leading hotels of Atlanta, it is a stopping place, going and coming, for tourists bound for Florida. The grounds are large and beautifully improved, and the hotel is of the picturesque inn type. The illustration shows the beauty of the situation. One attraction of the place is the lithia water of the famous Bowden Spring, the curative properties of which are known throughout the United States. The water is shipped in all directions and is sold in bottles and casks. The hotel is, to some extent, a sanitarium, and invalids go there to rest. The hotel is elegant in all its appointments and the service is kept up to a high standard.

Climatic Conditions.

THE situation of Atlanta on the ridge which divides the watershed of the Atlantic ocean from that of the Gulf of Mexico, by its elevation, gives the climate a breezy and bracing freshness that has much to do with the health and vigor of the people. The altitude at the union passenger depot is 1,052 feet above sea level, and on many of the residence streets it exceeds 1,100 feet. The surrounding country is rolling and easily drains itself, leaving the air free from malaria. So pronounced is the difference between the atmosphere here and at points of lower altitude that it has given rise to the belief that Atlanta enjoys immunity from epidemics to which the coast regions are subject. Though physicians differ



HOTEL ARAGON.

on this question, it is a fact that for a number of years the city has left its gates open to yellow fever refugees, and though thousands of them passed through Atlanta, hundreds stopping here, not a single case of fever has ever developed in a resident of this city. The altitude and topographical position of Atlanta account for the fact that the summer temperature here is lower than in most cities of the middle States.

The United States Weather office was opened in Atlanta October 1st, 1878, eight years after the first organization of the National Weather Service. The importance of the Atlanta office has increased year by year until now it ranks as the most important station in the South, and is fully equipped with all the latest and most approved instruments for obtaining the various atmospheric phenomena. Atlanta is the headquarters of the Georgia Section of the National Climate and Crop Service and has under its supervision nearly one hundred observers scattered over the State. It is the Section Center of the river service of Georgia and issues forecasts of approaching floods to towns along the river courses. These warnings have proved of much benefit and have been the means of saving thousands of dollars' worth of property to persons in the river sections of Georgia. Atlanta is the distributing point for the daily forecasts, not only for this State, but also for Alabama and South Carolina. Over one hundred telegrams are sent daily from the local office to points in the three States named above, besides nearly four hundred cards containing the weather probabilities for the ensuing thirty-six hours, sent out each morning. It is safe to say that through the various methods used Atlanta

sends the forecasts to thousands of people. Over two hundred charts showing the existing weather conditions over the United States are printed and issued daily.

The following tables, showing the average monthly temperature, and the rainfall for a series of years, were compiled by the United States Weather Bureau's Atlanta office:

Average Monthly Temperature at Atlanta.

| | Jan. | Feb. | March. | April. | May. | June. | July. | August. | Sept. | Oct. | Nov. | Dec. | For the Year. |
|---------|------|------|--------|--------|------|-------|-------|---------|-------|------|------|-------|---------------|
| 1879... | 44 | 44 | 58 | 60 | 70 | 75 | 80 | 74 | 69 | 64 | 54 | 52 | 62 |
| 1880... | 54 | 52 | 56 | 62 | 71 | 76 | 79 | 77 | 69 | 61 | 47 | 42 | 62 |
| 1881... | 40 | 47 | 49 | 59 | 71 | 78 | 81 | 79 | 75 | 67 | 53 | 50 | 62 |
| 1882... | 49 | 52 | 57 | 64 | 66 | 76 | 76 | 76 | 71 | 66 | 51 | 41 | 62 |
| 1883... | 43 | 50 | 50 | 61 | 67 | 76 | 80 | 76 | 71 | 66 | 54 | 48 | 62 |
| 1884... | 36 | 52 | 54 | 58 | 71 | 71 | 78 | 75 | 75 | 68 | 51 | 45 | 61 |
| 1885... | 40 | 39 | 47 | 61 | 67 | 76 | 79 | 77 | 70 | 57 | 50 | 43 | 59 |
| 1886... | 36 | 42 | 51 | 60 | 69 | 72 | 77 | 77 | 73 | 63 | 51 | 40 | 59 |
| 1887... | 40 | 53 | 51 | 63 | 72 | 76 | 78 | 76 | 72 | 59 | 52 | 42 | 61 |
| 1888... | 45 | 49 | 51 | 64 | 69 | 75 | 79 | 78 | 67 | 48 | 52 | 44 | 60 |
| 1889... | 44 | 42 | 52 | 62 | 68 | 73 | 78 | 74 | 70 | 60 | 52 | 57 | 61 |
| 1890... | 51 | 55 | 50 | 62 | 69 | 79 | 78 | 75 | 72 | 60 | 58 | 45 | 63 |
| 1891... | 42 | 50 | 47 | 63 | 67 | 78 | 76 | 77 | 72 | 59 | 49 | 47 | 61 |
| 1892... | 38 | 48 | 48 | 59 | 69 | 76 | 76 | 76 | 70 | 63 | 50 | 42 | 60 |
| 1893... | 36 | 46 | 51 | 64 | 67 | 74 | 81 | 77 | 73 | 62 | 51 | 47 | 61 |
| 1894... | 47 | 45 | 57 | 62 | 69 | 76 | 76 | 76 | 73 | 62 | 50 | 46 | 62 |
| 1895... | 40 | 34 | 51 | 60 | 67 | 77 | 77 | 77 | 76 | 60 | 52 | 44 | 60 |
| 1896... | 42 | 45 | 49 | 66 | 75 | 75 | 78 | 80 | 75 | 61 | 56 | 44 | 62 |
| 1897... | 39 | 48 | 55 | 60 | 68 | 79 | 78 | 76 | 74 | 66 | 53 | ..... | ..... |
| 19 yrs | 42 | 47 | 52 | 62 | 69 | 76 | 78 | 76 | 72 | 62 | 52 | 45 | ..... |

Rainfall by Months and Years.

| | Jan. | Feb. | Mar. | April. | May. | June. | July. | August. | Sept. | Oct. | Nov. | Dec. | Total for Year. |
|-----------|-------|-------|-------|--------|------|-------|-------|---------|-------|------|------|-------|-----------------|
| 1879..... | 4.29 | 3.09 | 2.49 | 3.98 | 4.16 | 3.20 | 5.75 | 4.76 | 1.43 | 5.44 | 3.88 | 7.86 | 50.33 |
| 1880..... | 2.86 | 3.11 | 11.87 | 7.07 | 4.52 | 3.57 | 3.16 | 3.61 | 6.21 | 2.81 | 8.21 | 5.70 | 62.70 |
| 1881..... | 8.35 | 10.41 | 10.98 | 4.58 | 1.27 | 2.46 | 6.56 | 4.10 | 3.76 | 3.44 | 4.30 | 7.53 | 61.74 |
| 1882..... | 6.40 | 10.29 | 4.16 | 5.21 | 3.02 | 3.22 | 6.61 | 5.86 | 3.51 | 1.35 | 4.22 | 1.37 | 58.22 |
| 1883..... | 15.82 | 3.22 | 3.73 | 8.20 | 2.00 | 2.31 | 1.06 | 2.73 | 1.38 | 1.52 | 4.72 | 4.84 | 51.53 |
| 1884..... | 5.20 | 5.84 | 9.70 | 5.86 | 1.33 | 10.73 | 2.42 | 2.06 | 0.08 | 0.70 | 2.84 | 6.09 | 52.85 |
| 1885..... | 8.44 | 4.14 | 4.26 | 1.31 | 6.12 | 4.83 | 4.02 | 6.92 | 6.51 | 3.94 | 3.98 | 2.64 | 57.11 |
| 1886..... | 7.33 | 1.53 | 11.16 | 2.52 | 6.21 | 8.68 | 2.68 | 2.36 | 0.55 | 0.03 | 5.32 | 3.03 | 50.78 |
| 1887..... | 3.52 | 3.74 | 1.99 | 1.38 | 1.76 | 2.82 | 14.11 | 7.51 | 4.20 | 3.28 | 0.30 | 5.79 | 50.40 |
| 1888..... | 3.89 | 5.91 | 8.16 | 1.34 | 6.86 | 4.71 | 1.85 | 3.89 | 14.26 | 3.99 | 4.70 | 5.42 | 64.98 |
| 1889..... | 6.39 | 5.28 | 2.49 | 2.54 | 3.16 | 5.03 | 8.83 | 6.73 | 6.32 | 2.21 | 5.17 | 0.60 | 54.75 |
| 1890..... | 2.95 | 3.36 | 3.13 | 2.04 | 6.32 | 1.12 | 5.37 | 3.99 | 5.36 | 4.89 | 0.18 | 3.89 | 42.60 |
| 1891..... | 6.73 | 8.50 | 10.16 | 1.58 | 2.17 | 4.71 | 5.38 | 2.59 | 1.19 | 0.02 | 3.26 | 3.68 | 49.97 |
| 1892..... | 8.93 | 3.44 | 5.71 | 4.75 | 1.37 | 4.65 | 3.77 | 6.66 | 2.70 | 0.59 | 4.41 | 3.89 | 49.87 |
| 1893..... | 2.02 | 5.45 | 2.43 | 2.48 | 4.46 | 4.65 | 2.13 | 4.07 | 3.06 | 0.39 | 1.11 | 3.18 | 36.43 |
| 1894..... | 5.09 | 4.98 | 2.99 | 3.06 | 1.49 | 1.29 | 5.55 | 3.70 | 5.78 | 2.62 | 0.92 | 3.45 | 40.92 |
| 1895..... | 5.47 | 2.01 | 7.55 | 5.20 | 3.99 | 4.87 | 2.75 | 8.55 | 0.21 | 1.30 | 1.04 | 2.98 | 45.92 |
| 1896..... | 3.12 | 3.04 | 3.29 | 0.58 | 1.35 | 2.66 | 7.55 | 1.97 | 1.36 | 1.28 | 5.90 | 1.42 | 34.12 |
| 1897..... | 3.48 | 4.59 | 5.74 | 5.06 | 0.34 | 2.07 | 4.74 | 6.01 | 0.14 | 1.80 | 2.29 | ..... | ..... |
| Average.. | 5.86 | 4.84 | 5.89 | 3.62 | 3.29 | 4.08 | 4.62 | 4.64 | 3.58 | 2.18 | 3.56 | 4.49 | 50.85 |

During the crop growing season Atlanta receives weekly reports from three hundred farmers giving the progress of crops, etc., and from these reports is compiled a bulletin, copies of which are sent throughout the entire country. These bulletins have proved highly beneficial to the farmer, placing him on the same footing with buyers and speculators.

The records on file at the Weather Bureau office contain a complete history of the weather for each day during the past nineteen years.

The temperature has fallen to zero only three times in nineteen years. In January, 1884, it was one degree below, in January, 1886, two degrees



THE SWEETWATER PARK HOTEL.

below, and in February, 1895, zero. In that period it has fallen below ten degrees only twelve times. The extremes of heat are also rare. The temperature has reached 100 only once in nineteen years and passed 95 only seventeen days during that period. The days in each summer when it passes 90 are comparatively few.

The record will show during the hot months a considerably lower temperature than those of St. Louis and other cities in the middle States, and sunstrokes are rare.

Public and Private Parks.

GRANT PARK is the gift of the late L. P. Grant, one of the first citizens of Atlanta, who came here when the place was in its infancy, and remained until his death in 1895. The original gift was one hundred and twenty acres, to which the city has added very largely. It is within two and a half miles of the union passenger depot, and accessible by three street-car lines. The buildings have been judiciously improved without harshly disturbing the face of nature. The beauty of the natural scenery has been embellished by the construction of a lake, and walks and roads wind throughout the grounds at convenient places. There are several springs of mineral water, and in connection with the lake there is a swimming pool. The lake furnishes boating for pleasure-parties in summer, and the abundant shade gives a pleasant rendezvous for picnics. Crowning the highest hill in the park is Fort Walker, a grim reminder of the battles around Atlanta on the 21st and 22d of July, 1864. Pavilions and buildings of comfort and necessity have been placed at convenient places, and the street-car lines reach the park from both sides, giving convenient access from any part of the grounds. Some years ago Mr. G. V. Gress, of the



SCENE IN GRANT PARK.

city, founded a menagerie, known as the Gress Zoo, to which various parties have contributed birds and animals from time to time during the past seven years. The city has also made purchases, and the zoo now contains the following animals:

One elephant, one elk, two African lions, three Mexican lions, three large black bears, five Chinese pheasants, one Afri-

can jaguar, one black wolf, one gray wolf, one Kansas coyote, two dingoes, two coons, one badger, two wildcats, eight deer, one Mexican hog, five monkeys, twenty prairie dogs, four alligators, eight peafowls, one hundred and ten pigeons, seven owls, two hawks, fifteen ring-doves, twelve gophers, two pelicans, three buzzards, three eagles, sixty-nine rabbits, fifty-nine guinea-pigs, one large ant-eater and two loons.

The park is in charge of a commission elected by the city council of Atlanta, and the appropriation averages about \$9,000 a year.

Among the attractions of this park is a large cyclorama of the Battle of Atlanta, the field of which extended several miles to the east and north of the park.

Piedmont Park is the property of a private corporation, and was improved first by the Piedmont Exposition Company and more elaborately in 1894 and 1895 by the Cotton States and International Exposition Company, which expended about \$500,000 on the grounds and buildings. The grounds were decidedly picturesque, and were embellished by the addition of a lake covering thirteen acres. They were pronounced by gentlemen who had seen all the great expositions of this country and the Paris Exposition in 1889 to be the most attractive and picturesque they had ever seen. The arrangement is suggestive of an amphitheater with a grand plaza in the center, surrounded by a sixty-foot walk, which was originally a half mile track. Rising in grand terraces on the north, the hill is surrounded by what was the United States Government building. Close beside it are the Fine Arts building, the New York and Pennsylvania buildings, etc. On other sides of the plaza are the various exposition buildings, fourteen in number, with many smaller structures erected for various purposes. Around the plaza and the walks, which cover a distance of five miles, shade trees have been planted. The grounds cover one hundred and eighty-nine acres,



A DENIZEN OF THE ZOO—GRANT PARK.

with hills to the north and south and the lake in the center. Near the plaza is an auditorium capable of seating three thousand people, and not far off is the Agricultural building, which could be made to accommodate ten thousand people. Here it has been proposed to hold conventions of the Grand Army of the Republic and national political conventions if they should ever be held in the Southern States. In what was the Manufactures and Liberal Arts building, covering several acres of space, one of the finest bicycle tracks in the Southern States has been constructed, and an immense seating capacity is provided.

The park is reached by three electric lines, and during the exposition it was connected with all parts of the city by direct cars. The main street-car terminus is among the finest in the country. On the opposite side the Southern Railway has two tracks, upon which it operated a train service



LAKE ABANA—GRANT PARK

similar to that put on at the World's Fair by the Illinois Central Railroad.

During the Exposition the crowds on the grounds reached as many as sixty thousand people, and on several days ranged from twenty thousand to thirty thousand. The park is within two and a half miles of the city. At present it is controlled by the Exposition Park Company, which leased it for five years from 1896 for amusement purposes. The park is open to the public, and there is no admission fee except for entrance to the Coliseum.

Lakewood Park is located four miles south of the city, and covers an area of three hundred and sixty-three acres, fifty of which are covered by water, making the largest lake in North Georgia. The lake is surrounded on all sides by large hills covered with natural forest. As the dam that crosses the stream between two large hills is covered with trees and does not appear at all artificial, the lake appears to be the work of nature. Lakewood is the site of the former city waterworks, and the lake now used for purposes of pleasure, such as bathing, swimming, rowing, sailing and shooting the chutes, was formerly known as the "reservoir." From it for twenty years the temperance people of the city quenched their thirst. The clear water of South river flowed into and was pumped out of it. There are many springs around the lake, making ideal spots for picnic parties.

When the city advertised for bidders for a lease of the property, the Lakewood Park Company was organized for the purpose of converting this picturesque place into a pleasure resort, and since August, 1895, the place has been kept open as a park, but only white persons are allowed upon the grounds.

To the natural attractions of the place many improvements have been added. An electric car line was built there, and since August, 1895, cars have run every day from the postoffice direct to Lakewood. During the summer, at times, a car run every ten minutes would not accommodate the



SCENE IN OAKLAND CEMETERY.



SCENE IN LAKEWOOD PARK.

visitors. The improvements at the park consist in part of a life-saving station, a large pavilion, a shooting gallery, ten-pin alleys, a club house, tennis courts, a bath-house, a bathing beach, shooting the chutes, trap-shooting house and grounds, the long-distance rifle range of the Fifth regiment, row and sail boats, steamer, swings, merry-go-rounds, etc. Lakewood has been well patronized from the opening day, by ladies and children during the day and the young people at night. The buildings and grounds are brilliantly lighted with electricity made by the park plant, using South river as a water-power. A fall of nearly fifty feet develops more than fifty-horse power.

The park is opened during the summer season every night until midnight. The average number of fares over the street railway to Lakewood during the summer season is two thousand per day.

Fort McPherson.

FORT McPHERSON is one of the best equipped military posts in the United States. It was constructed at great expense on a reservation of forty acres, occupying a commanding eminence four miles from the center of the city, and easily accessible by the trains of the Central and Atlanta and West Point Railways and electric cars of the Atlanta Traction Company. The post has barracks for the accommodation of one thousand enlisted men and non-commissioned officers, with handsome residences for the staff and company officers, besides the post headquarters. There is a store-house and a well-equipped hospital. An elaborate system of water-works and sewerage brings the sanitary conditions up to the standard for well-regulated communities. The water supply is abundant and pure and the rolling character of the ground is such as to make drainage perfect. The parade ground is one of the finest in the United States, and the regimental drills and dress parades are frequently attended on pleasant afternoons by the *elite* of the city.



THE PARADE GROUND—FORT M'PHERSON.

In addition to the facilities for access to the post by steam and electric cars, the finest ten-mile drive in the Southern States reaches from the heart of Atlanta to the Clayton county line, passing directly in front of the reservation. Two miles of this were built first as a military road, by the Federal authorities, from the corporate limits of the city to the reservation. Later the authorities of Fulton county constructed a chert road from the city limits to the Clayton county line. Within a mile of the city limits the thoroughfare thence to the heart of the city has been covered with vitrified brick, and the continuation of this smooth pavement to the chert road is contemplated, and will, no doubt, be completed within the next few months. When this is done there will be a smooth road from the Atlanta postoffice all the way to the Clayton county line, passing directly in front of Fort McPherson. This will probably be the finest roadway of that length reaching out of any Southern city.

The Federal government maintains at this post a regiment of ten companies, and, with the skeleton organization customary in the United States in time of peace, there are six hundred enlisted men with a full complement of officers. This number would be quickly increased to one thousand in case of emergency requiring the full strength of the companies.

The regiments stationed at Fort McPherson have figured prominently on almost all great occasions attended by civic and military pageants. This was notably true during the Exposition of 1895, when the President of the United States and the governors of various States visited Atlanta.

Religious, Social and Fraternal Organizations.

THE religious, social and fraternal organizations of Atlanta are among the most striking features in the life of the city, and are potent factors in the upbuilding and orderly development of the community. The churches are noted for their activity, and are constantly sending out offshoots in the mission stations scattered through the city and suburbs. The charity organizations include three orphan asylums, and several mission stations, besides the Atlanta Charitable Association, whose work is sup-

ported partly from public and partly from private funds. The Grady Hospital is largely an eleemosynary institution.

The social clubs of Atlanta are among the most famous in the South, and the fraternal orders are both numerous and strong.

Churches.

Atlanta is a church-going city. There are 112 churches, or about an average of one to every nine hundred people. Of these 74 are for white and 38 for colored people, distributed among the denominations as follows:

White—Baptist, 19; Christian, 2; Congregational, 4; Episcopal, 8; Hebrew, 1; Lutheran, 1; Presbyterian, 10; Roman Catholic, 3; Seventh Day Adventists, 1; Unitarian, 1; Methodist, 23, and Christian Scientist, 1.

Colored—Baptist, 21; Congregational, 1; Episcopal, 1; Presbyterian, 1; and Methodist, 14.

Besides the churches there is the Young Men's Christian Association, which owns a handsome building at the corner of Pryor street and Auburn avenue, with a railroad branch in another part of the city.

Among the churches are some very imposing edifices, several of which appear among the illustrations. Auxiliary to church work are the Baptist Orphans' Home, the Methodist Orphans' Asylum, the Hebrew Orphanage, and two Catholic Convents.

The attendance at the churches is very large and the Sunday morning congregations have been estimated at one-fourth of the population. The mission societies and young people's organizations are very strong in Atlanta. The Epworth League, the Society for Christian Endeavor, the Baptist Young People's Unions, and other societies and guilds are very largely represented here.



SECOND BAPTIST CHURCH.



FIRST PRESBYTERIAN CHURCH.

Social Clubs.

Atlanta has a number of social clubs, chief of which the Capital City has national reputation, having entertained almost every President of the United States who has been in office since the club was organized. The clubhouse is situated on one of the most beautiful parts of Peachtree, the leading residence street of Atlanta. The organization has a membership including most of the prominent business and professional men of the city, and its entertainments are elegant and elaborate. During the Cotton States and International Exposition of 1895 the receptions of this club were notable events, attended only by the *elite*

of the city, but honored by distinguished guests, including Presidents Cleveland and McKinley, the Governors of a score of States, and the Mayors and prominent men of many cities. Distinguished strangers from all parts of the world have, from time to time, been entertained here.

The Fulton Club, a younger organization than the Capital City, has already become quite popular, and has a very large membership, including business and professional men of Atlanta and other parts of Georgia. Receptions have been given to distinguished men, and of late the club has become a favorite rendezvous for public men.

The Concordia Association is composed largely of Jewish citizens and has a large and influential membership. Its entertainments are noted for their elegance, and the club rooms are sumptuously furnished and well appointed.

Fraternal Societies.

Masonic and other fraternal orders are especially strong in Atlanta. There are four Masonic lodges, of which the oldest, Atlanta Lodge No. 59, celebrated its semi-centennial in October, 1897. It is said that the oldest

Masonic lodge in America is in Georgia, and the fraternity is very strong throughout the State. In addition to the lodges above mentioned are the Mt. Zion No. 16 and the Jason Burr Council No. 13, Royal Arch Masons.

The Knights Templar have two commanderies, the Couer de Leon and the Atlanta No. 9.

There are two lodges of the Scottish Rite Masons, Hermes Lodge of Perfection No. 4, and White Eagle and Rose Croix. The Shriners have two lodges.

The Knights of Pythias have six lodges,



SECOND PRESBYTERIAN CHURCH.



CHURCH OF THE IMMACULATE CONCEPTION.

the Royal Arcanum two, Independent Order of Odd Fellows six, Improved Order of Red Men six, Knights of the Golden Rule one, the Junior Order of American Mechanics four, American Legion of Honor one, National Union two, Fraternal Mystic Circle and Elks one each, and the Independent Order of United Workmen two.

The Improved Order of the Free Sons



PRIVATE SANITARIUM OF DRs. ELKIN & COOPER.

of Israel and the Order of Keshet Shel Barzel have one lodge each, and the B'nai B'rith and Independent Order of Good Templars have four lodges.

The Ancient Order of Hibernians has a lodge, the Grand Army of the Republic has a post, and the Fulton County Veterans' Association is one of the most influential organizations in the State.

The Order of the Golden Chain has two lodges. There are other orders as follows: Catholic Knights of America, Knights of Damon,

Knights of Honor, two lodges; Federation of Trade, Brotherhood of Locomotive Engineers, Brotherhood of Locomotive Firemen, Brotherhood of Brakemen, Order of Railway Conductors, Telegraphers' Union, United Association of Journeymen Plumbers, Gas and Steam Fitters and Steam Fitters' Helpers, Journeymen Tailors' Union, Journeymen Barbers' International Union, Cigar Makers' Union, Electrical Workers' Union, Horse Shoers' Union, Tanners' Union, National Association of Stationary Engineers, Car Inspectors' Protective Association, Carpenters' and Joiners' Union, Bricklayers' Association, Brotherhood of Painters and Decorators, International Association of Machinists, Brewers' Union, Boiler Makers' Union, Mail Carriers' Association and Journeymen Stone Cutters' Union.

Hospitals and Infirmaries.

ATLANTA is well supplied with hospitals, infirmaries and sanatoriums. The Grady Hospital, established in 1891-2, and maintained by the city of Atlanta, the St. Joseph's Infirmary and the Sanatoriums of Doctors Elkin and Cooper and Dr. J. B. S. Holmes afford every facility for taking care of the sick. It is doubtful whether any city south of Baltimore, or any institution nearer than the Johns Hopkins Hospital has facilities comparable with those of the above institutions.

The Grady Hospital was erected as a monument to the memory of Henry W. Grady, and the money for the purpose was raised by popular subscrip-



THE GRADY HOSPITAL.

tion. When the building and equipment were completed in 1892, they were turned over to the city of Atlanta upon condition that the hospital should be maintained by the municipal government.

The hospital was built on the pavilion plan and has one hundred beds for charity patients and ten rooms for private or pay patients. These beds are distributed as follows: White male ward, 22; white female ward, 22; children's ward, 20; colored male ward, 16; colored female ward, 16, and isolation ward, 4.

The number of patients since June 2, 1892, when the first was received, is 5,265, and the daily average is 72.

The monthly expenses, including employes' salaries, subsistence, medical and surgical supplies, repairs of the building, fuel, gas, etc., amount to \$2,200 per month. The management is controlled by a board of trustees, consisting of ten citizens chosen by the city council, and the medical and surgical affairs are directed by a board of thirteen prominent physicians, under whom is the superintendent. The House Staff consists of four phy-

sicians, whose term of service is two years. They are appointed upon competitive examination. In addition there is one pharmacist. The attendants include a head nurse and matron, four graduate nurses and sixteen undergraduate nurses. The ambulance service ex-



ST. JOSEPH'S INFIRMARY.



THE HALCYON—PRIVATE SANITARIUM.

tends to all parts of the city.

St. Joseph's Infirmary was founded in 1880. It is a private institution, can accommodate thirty patients, and is visited by all the prominent physicians of the city. The institution is under the management of the Sisters of Mercy.

The Private Sanatorium of Doctors Elkin and Cooper, at 27 and 29 Luckie street, has a capacity for thirty patients. The building was erected in 1897 and designed to combine the best features of the best institutions of its kind. The equipment is modern and the service is by trained nurses.

Dr. J. B. S. Holmes' Sanatorium, "The Halcyon," at 17 West Cain street, located in a handsome building, erected for the purpose three years ago, upon approved plans, with

costly modern equipment. It has the services of trained nurses and a capacity for about thirty patients.

The National Surgical Institute, 70 to 74 South Pryor street, was established in 1874 for the treatment of deformities and chronic diseases. It has mechanical appliances for the Swedish movement, mechanical massage, etc., and has special appliances for treatment by electricity.



Two Great Expositions.

THE great landmarks of Atlanta's progress are the Cotton Exposition of 1881 and the Cotton States and International Exposition of 1895. Considering the size and resources of the city at the different periods, it is difficult to say which was the greater achievement, although, of course, the Exposition of 1895 many times exceeded in size its predecessor. The Cotton Exposition of 1881 gave the first great impetus to the recent development of the Southeastern States. It was organized by far-seeing men, and at that early day, before the country had dreamed of any such magnificent spectacle as the World's Columbian Exposition, it was a great achievement, second only to the Centennial Exposition of 1876. The details at this date would be irrelevant, as that Exposition would seem small to us now, but it was large for that day, and the attendance indicated a large interest. The display of labor-saving machinery was very fine and did much to awaken interest in improved methods. The display of resources of the Piedmont region also attracted the attention of capitalists from abroad and gave a great stimulus to the development of the Southeastern States, so much so that this Exposition has generally been referred to as the beginning, not only of Atlanta's great growth, but of the prodigious development which took place in the Piedmont States during the decade between the census of 1880 and that of 1890. As the production of a city of 40,000 people, with capacity and capital small in proportion to those now available to Atlanta, it was a great work and made a great impression on the country.

The Exposition of 1895.

The Cotton States and International Exposition of 1895 attracted the attention of the whole country, and visitors could hardly believe that a city of 100,000 people had carried so great an undertaking to success. It is a common remark that the Atlanta Exposition would have been creditable



COTTON STATES AND INT. EXPOSITION—MACHINERY HALL.

to a city of half a million people, and for Atlanta it was an amazing achievement

The first movement for this Exposition originated at the close of 1894, when the entire country was in the

depths of depression following the great panic of 1893. So profound was this depression that the first suggestion for an Exposition was met with derision, and for some time it was difficult for other cities to take Atlanta seriously. Nothing daunted, the public-spirited citizens proceeded with the organization and in a few months raised by popular and public subscription a capital of \$200,000. This was supplemented by the county authorities with excavation work to the amount of \$150,000, and with the proceeds of bonds and loans to the amount of \$225,000 a total capital of more than half a million dollars was raised. The work of building the Exposition was accomplished in less than a year. It began in October, 1894, soon after Congress passed the appropriation bill, including \$200,000 for a government exhibit at Atlanta. The government appropriation was not available to the fair itself, but was expended in the government building and exhibits. Atlanta, therefore, had to rely entirely upon herself for the building of the fair and, indeed, went further and assisted the State in the erection of a building for the Georgia exhibit.

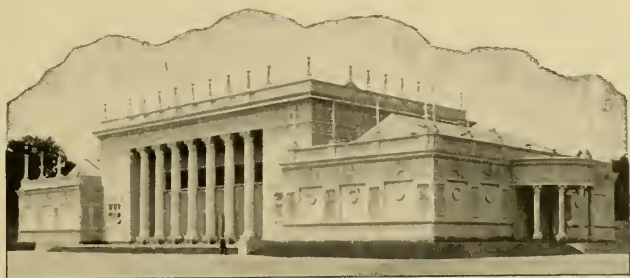
It was the general verdict that the money expended on this Exposition was made to go further and do more than any other fund ever expended for such a purpose. In addition to the funds above referred to, the Exposition received \$126,000 from concessions, \$380,000 in gate receipts and \$79,000 from the sale of space, with miscellaneous receipts, making a total of \$1,100,000 expended by the Exposition company. The expenditures by exhibitors and concessionaires were very great. Much of the work in the



COTTON STATES AND INT. EXPOSITION—FORESTRY BUILDING.

power plant was paid for by exhibitors of steam and electrical machinery, pumps, etc.

The appropriations by States, foreign governments and railroads of exhibits amounted to \$300,000, and it



COTTON STATES AND INT., EXPOSITION—FINE ARTS BUILDING.

is estimated that the total expenditures by the Exposition company, exhibitors and concessionaries at this Exposition were between \$2,000,000 and \$2,500,000. All this started from a capital of \$200,000, which, by loans and the labor contributed by the county of Fulton, was augmented to \$550,000. The financial results achieved with the resources at hand are remarkable when compared with those of other Expositions. With a total capital of \$550,000 Atlanta produced an Exposition the cost of which was \$2,500,000. Chicago, with a capital of \$10,000,000, produced a fair that cost \$27,000,000. Atlanta's capital was made to produce a fund five times as great. In Chicago the capital subscribed by the city was more than one-third of the total cost of the Exposition.

The Exposition was a remarkable success from almost every standpoint. As an epitome of the industrial life of the Cotton States it was an impressive and inspiring spectacle. Considered in a general sense as an exploitation of the region tributary to Atlanta and an advertisement of the enterprise of the people of this city, it has hardly a parallel. The attendance from a distance was remarkable. Almost every State in the Union had some representatives among the visitors to the Exposition, and the extent

to which the country was interested appears from the fact that the press associations of twenty-five States, numbering in all 3,500 people, visited the Exposition grounds during the months of September, October and November. The daily records of the advertising department show 25,000



COTTON STATES AND INT. EXPOSITION—TRANSPORTATION B'LD'G.

newspaper clippings from all parts of this country and many from Europe, and it is estimated that these do not exceed one-fifth of the total number of publications concerning Atlanta and the Exposition. Within the year during which the Exposition was under construction, the exploitation of the enterprise extended all over Europe and South and Central America. Exhibits came from 37 States and 13 foreign countries. The aggregate covering more than 6,000 separate entries, many of which were collective exhibits, represented very handsomely the trade and industry of the United States and South America, with considerable representation from England, France, Germany, Italy and Austria-Hungary. There were collective exhibits from Mexico, Venezuela, and Chili, and State exhibits were made by Georgia, Pennsylvania, New York, Massachusetts, Connecticut, Illinois, North Carolina, South Carolina, Alabama, Florida, Louisiana, Arkansas and California, and besides these were exhibits by cities and individuals in most of the other States. A notable exhibit was that made by the Georgia Association of Manufacturers, including the displays of seventy-odd concerns, showing an astonishing variety of products.

The results of this Exposition have been all that could be desired. Instead of the depression that usually follows great expositions, Atlanta has experienced a steady growth, indicated by the increase in bank clearings, tonnage, postoffice receipts and imports. Since the close of the Exposition there has been a remarkable influx of capital, especially in the construction of magnificent business edifices. Four buildings, erected since the close of the Exposition, represent an investment of nearly a million dollars. The number of building permits issued by the city has steadily increased since 1895, and the improvements made during the past year aggregate \$1,800,000.



COTTON STATES AND INT. EXPOSITION—NEGRO BUILDING.

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